

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-Up Capital \$30,000,000
Reserve Fund \$20,000,000
Dividend \$1,500,000
Interest \$1,500,000

HEAD OFFICE: HONGKONG.

Mr. H. G. M. Bennett,
Chairman.
Mr. H. G. M. Bennett,
Deputy Chairman.
Mr. H. G. M. Bennett,
Managing Director.
Mr. H. G. M. Bennett,
Deputy Managing Director.

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THE BANK OF EAST ASIA, LTD.

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10, Des Voeux Road Central, Hong Kong

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Reserve Fund \$5,000,000

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COMMERCE AND FINANCE.

SCOTTISH UNION.

SMALL COMMITMENTS IN CHINA.

THE YEAR'S ACCOUNTS.

At the 102nd annual meeting of the Scottish Union and National Insurance Company, held at Edinburgh on May 4, Mr. James S. Craig said:

In presenting to you the report and accounts for the year 1926, the directors do so with confidence and in the hope and belief that they will be regarded with satisfaction by the shareholders.

With regard to the life department, 2,432 new policies were issued for sums assured amounting to £1,618,000, of which the sum of £196,000 was reassured with other companies. The number of policies shown an increase of 194 and the net sums assured show an increase of £131,000 when compared with the year 1925.

It is remarkable that in a year filled with anxieties in connection with the general strike and a coal stoppage of unprecedented duration, resulting in a deplorable disturbance of trade and over a million men being thrown out of employment, the amount of new life business transacted was a record for the Company with the exception of the two boom years of 1919 and 1920.

The premiums for 1926 are down as compared with 1925, but this is due to the fact that less single payment business has been transacted, a fact which causes us no regret as single payment policies partake less of the nature of true Life Assurance than any other class.

The claims under matured endowments are up by £23,600, while the claims by death are less than in 1925, by £83,000. Both the increase in the endowments matured and the decrease in the death claims are most satisfactory features as the endowments have remained on the books of the Company for the longest possible time, and the fact that the death claims have not increased with the growth of the company's business is a proof of careful selection by the company of lives which they consider should be accepted.

Our quinquennial investigation and distribution of profits fall to be made as at the end of this year, and the fact that early in 1926 the rate of interim bonus was increased from 30s. per cent. per annum to £2 per cent. per annum is proof of the confidence with which the directors look forward to the results of that investigation.

Fire Account.

The fire account I have no doubt will afford the shareholders every satisfaction. The premiums have increased by slightly more than £45,000. The claims, commission and other expenses have together shown an increase, but the fire loss ratio at 48.42, which includes contributions to

fire brigades, and the expense ratio—that is commission and expense of management—at 40.3, are well within the normal ratios. The amount transferred to profit and loss account is over £175,000, or rather more than 58 per cent. of the paid-up capital of the Company.

In dealing with fire insurance, I take this opportunity of impressing upon our fire policyholders the necessity of seeing that their property is insured for the full value, as it has been found in several cases where losses have occurred that the properties have been under-insured. I hope, therefore, that attention will be given to this, with a view to the policies being reissued on a proper basis in accordance with present day prices, so that policyholders may not be faced with disappointment when claims arise.

Marine.

In dealing with the marine account it is common knowledge that the year 1926 was not particularly favourable for marine underwriters, and I think we may be satisfied that an amount of £10,000 is transferred to the profit and loss account.

The profit and loss account shows a balance brought forward of £538,000. The interest, dividends and rents amount to £76,800. You will note that £24,900, which was a provision for excess profits duty, is not now required. The general reserve fund has stood at £300,000 for a good many years, and in view of the steady development of the Company's business the directors thought it well to transfer from the profit and loss account a sum of £200,000 to the general reserve fund, making that fund now half a million pounds.

The shareholders will note with satisfaction that this fund is now substantially in excess of the Company's paid-up capital. The profit from all the underwriting accounts is no less than £202,000. It is interesting to note that the carry forward is only £5,000 less than what was brought forward from the previous year, notwithstanding the substantial transfer to the general reserve fund to which I have referred.

The balance sheet shows that the assets of the Company have increased by £362,000.

The shareholders will doubtless be pleased to hear that we have no investments in China, apart from one small holding of £1,100 Chinese Imperial Government 5 per cent. Loan of 1896. This loan is being repaid by drawings and is finally due within the next few years. So far as our fire business is concerned in China, we have contracted no War Risks.

Every description of Banking and Exchange Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

LOOK POONG SHAN, Chief Manager.

Hong Kong, 11th March, 1927.

LOCAL SHARES.

MOXON AND TAYLOR'S REPORT.

THE WEEK'S REVIEW.

The weekly share report of Messrs. Moxon & Taylor (brokers) reads:

Hong Kong, June 24. Our market continued quiet during the past week with the situation as outlined in our previous issue practically unchanged.

Shanghai market is quiet. The following are the principal alterations since last week:

Banks—Based off a little and sales took place at \$1.065, buyers are now offering \$1.060.

Unions—Are quiet at quotations.

Steamships and Star Ferries—Have no buyers at the moment.

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TO LET.—No. 15A, Macdonell Road. Apply to Pook Hai S.S. Co., 2nd Floor, No. 67, Connaught Road Central.

TO LET.—Unfurnished end October five-roomed house on The Peak. Recently renovated. Rent moderate. Box No. 493, c/o "China Mail."

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FOR SALE.—Chefoo Stamps. Unused. Set of six stamps—2, 5, 10, 15, 20 and 25 cents. Price \$2 per set. Apply Box No. 490, c/o "China Mail."

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LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVIVORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 28th June, 1927,
commencing at 2.30 p.m.,
at their Sales Room, Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE

comprising:—
Teak Hatstand with Bevelled Mirror, Glass Cabinet, Tapestry Covered Couch and Chairs, Pictures, Oil Paintings, Curios, Desks, Bookcases, Filing Stands, Carpets, Rugs, etc., etc.
Teak Dining Tables, Teak and Marble Top Round Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Glass Ware, Crockery, Cooking Utensils, Ice Chests, etc., etc.
Teak and Iron Single and Double Bedsteads, Teak Wardrobes with and without Mirror, Dressing Tables, Canphorwood and Teak Chests of Drawers, Wash Stands, Baby Cots, Chamber Stands, Toilet sets, etc., etc.

ALSO
A Quantity of
BLACKWOOD FURNITURE
comprising:—
Cabinets, Chairs, Tables, Jardinières, Armchairs, Oplum Stools, etc., etc.

Catalogues will be issued.
On View from Monday, the 27th June, 1927.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, 23rd June, 1927.

FAMOUS ECZEMA REMEDY. FOR EXTERNAL USE ONLY.



Generous Jar only \$2.00.
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NOTICES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-SIXTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on MONDAY, the 25th July, 1927, at 11 a.m. for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th July to 8th August, 1927, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO.,
LTD.,
General Managers,
Hong Kong, 24th June, 1927.

NOTICE OF REMOVAL.

ON MONDAY, 27th June, 1927, the Offices of BRITISH-AMERICAN TOBACCO CO. (CHINA) LTD. will be removed to Sixth Floor, P. & O. Building, Connaught Road, Central.

HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 25th June, 1927, commencing at 3.15 p.m. The first bell will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 24th June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Hong Kong, 17th June, 1927.

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WESTOVER — STEVENAGE.

Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
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C.2560—No. 38, Tung Man Street.

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25, Abchurch Lane, London, E.C. 4,
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ESTABLISHED BY ROYAL WARRANT IN 1841.

LONDON LIFE.

BEAUTIES WHO WANT TO BREAK RULES.

VERY MODERN DEBUTANTES.

The King is back in his Town Palace, the Royal Academy has opened its doors, jazz has fled from Covent Garden and grand opera has stepped in (writes a "Mayfair Hostess" in the "Sunday News"). And the sun shines and the skies are blue. . . . Another Season is here, one which promises to be the most brilliant, crowded and interesting of any since pre-war days.

The fashionable restaurants are frantically crowded already. Three hundred thousand people are coming into London. The French President, saute and courtly M. Doumergue, is to stay with their Majesties at Buckingham Palace. We are to entertain the good-looking Queen of Spain and the two pretty princesses who have enticed the Princes' stay in Seville and Madrid.

The slim Queen of the Belgians, who is quite the best-dressed Royalty in Europe, and Queen Marie of Roumania's tall daughter, the Queen of Jugoslavians, the loveliest of Europe's queens, are to grace the 1927 season, too.

The 1927 debutantes—one of the prettiest bevy in a decade—will be in quiet old squares in the morning, going to one of the four dazzling Royal Courts; from theatres they will skim to cabarets; they will be the spoilt darlings of dance teas, lunch parties, garden parties.

They will be doing Henley, which is so very gay, and Ascot, which is so very smart; the Derby, the Horse Show, the Royal Tournament, all the fetes and functions until we run off to Goodwood in tailormades, and leave those green woods and scented downs for Cowes and the "white wings" on the Solent.

But still some debts are not satisfied. They want to break 'rules', crowd more into their whirl of a first season than is in the official programme. Last year there were indiscreet girls who went to Court in dresses which were correctly cut, but decidedly flimsy and dimy. Court officials noticed it, so did their Majesties—and this season Court dress-makers are seeing to it that the lovely fragile gowns do not subtly infringe the very strict rules.

A mother told me the other day that her 18-year-old girl had gone off with two other debutantes and three men from a ball in the morning, unchaperoned, and joined a party of fashionable theatrical folk in a cabaret. When she chided her the girl laughed, really amused. "Don't be old-fashioned, mummy darling," she retorted. "Everyone does it, an' if you want me to make a good marriage (her mother does not disguise her ambition for her) you mustn't let me get the reputation of being a cousin."

It is this headlong spirit that takes debutantes from the Palace, where they have just made their bow to the Throne, to gay parties—still in Court dress—at night clubs and dance restaurants. Before the war this sort of thing would have ruined a girl's reputation and closed a hundred doors to her.

Up to three years ago, after the King and Queen had bowed to the Court at the end of the several hundred presentations, and the brilliant assemblage had bowed back and amid the soul-stirring music, the Royal circles had left the Throne Room, debutantes who did not go home would dance quietly in one of the Palace ballrooms, or sup in one of the diningrooms, or sit with their mamma's talking demurely in one of the small waiting-rooms.

Things have changed—and so have the debas. And yet they can scarcely complain about dullness. The Royal Courts are much gayer than they were when the regulations required a train four and a half yards long, and the famous Mrs. Wordsworth taught all noble England the intricacies of the Court curtsy. Wearisome mornings were spent doing bow and over again that deep bow that made the quaint little woman renowned.

Accident to Head-dress. To-day girls dance so much, even at school, that they come into their first seasons with a poise and grace their mothers and grandmothers had painfully to acquire. One lesson is enough; and they practise their curtsy in front of a mirror at home, with a chinzy dummy train—the requisite 18 inches on the ground—pinned to their slim shoulders.

One girl, an earl's daughter, did have an accident at one of last season's Courts, though. She lost her complete head-dress—transformation, feathers, veil and all—at the dance at Buckingham Palace following her presentation, and disclosed a neat and glossy crop a la garconne. Transformation are not in favour now.

Shingled girls fix the three Prince of Wales feathers to their heads with a bandeau.

What a good time these latter-day debas have compared with the girls who made their debut at a Court of King Edward or Queen Victoria! Dances were fewer and stiffer than jazz, cabarets and

cocktails were unknown. Young ladies did not rush about shingled, short-skirted, unchaperoned, in cars with young men they had met probably only the night before. So many things were "not done," which to-day are commonplace. And, half Mayfair being hard up, social life has become much more informal. The "big splashes" are left to the trans-Atlantics, the barons of business, and the little group of ultra-wealthy earls, and dukes. Dances in town are small and frequent. Coming-out balls are more and more events of January and February in the country.

Hired Hostesses. One deb's mother, a baronet's wife, told me that by pooling her resources with a friend she saved over a hundred pounds on the coming-out ball in town. With two hostesses at the one dance, they could afford a well-known dance band and let the champagne flow.

The social climbers, American and domestic, have found this impenetrability of Mayfair very useful. One pretty girl I know would be having rather a thin time but for the fact that her mamma is useful socially to the ambitious wife of a well-known business magnate, recently knighted.

She would have had to get through the season on a very small wardrobe, and go to Court in a hired car or the dilapidated family bus.

As it is, she is being launched with all the morning, afternoon, evening, dance and sports clothes a girl could wish for; and she will roll up the Mall to the Palace in a splendid Rolls, with footman and liveried chauffeur complete. Also, mamma is giving gay lunch, dinner and supper parties for her at the smartest places.

HONG KONG HOTEL VISITORS.

June 24, 1927.
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WHEN YOU CANNOT SLEEP.

Insomnia is often the result of indigestion or of constipation, or of both, and as often as not a laxative only is required. There is none so well adapted to cleansing the system gently, yet surely, as Pinkettes, the dainty little laxatives

Pinkettes

and liver regulators. They quickly correct bilious attacks and sick headaches, aid digestion, restore regularity of the daily function. Chemists everywhere sell Pinkettes, also post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

LANE, CRAWFORD'S NEW ORCHESTRA.

Under the Direction of
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We have pleasure in announcing that a new and talented Orchestra of Six Performers has been engaged for our Restaurant.

Opening Performance: Saturday, June 25th.

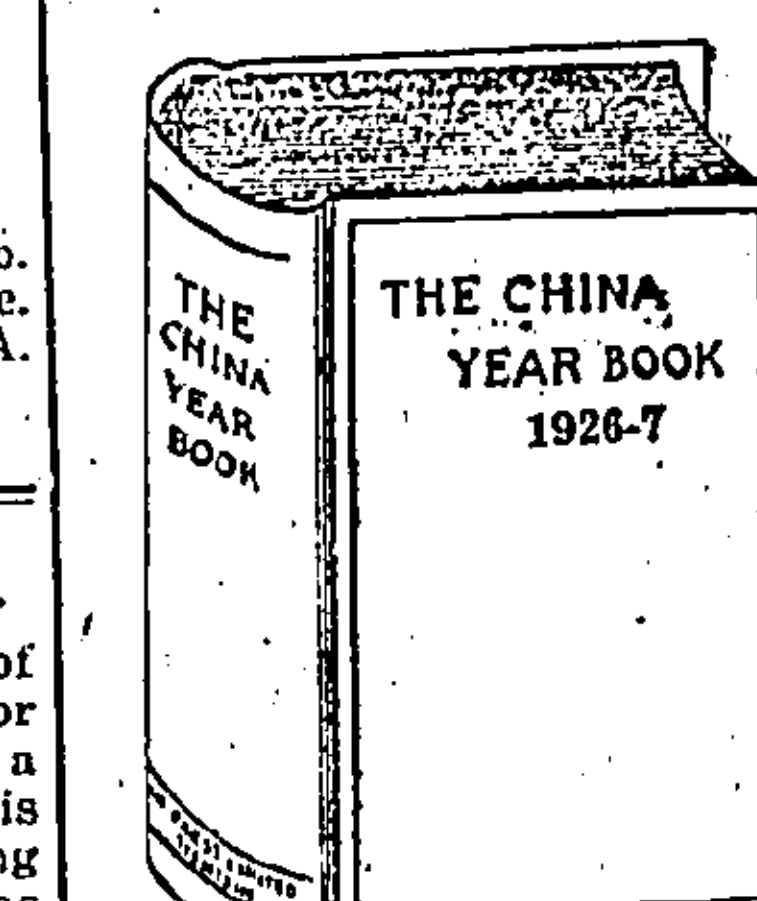
Commencing on SATURDAY, JUNE 25th, the latest Dance and Orchestral Music will be played Every Evening (Sundays excepted) during Dinner.

LANE, CRAWFORD, LTD.

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PRICE \$15.00.

A WEEK'S PAPERS IN ONE.

Yet another important change has come over the Chinese situation. Forgotten for the moment are the activities of the various "War Lords" in the declaration of Marshal Chang Tso-lin to the effect that he is now the "Generalissimo" of the North, Peking included. This week's "Overland Mail" fully sets out how this decision was arrived at and its probable effect.

In various of the ports and cities where foreigners once held an amount of sway feelings of antagonism amongst the Chinese have again broken out. Read about the trouble in Amoy, in Foochow, and in Canton, where the dissolved Chinese Seamen's Union officials are still trying to stir up strife. All details in the "Overland."

This week's issue also contains all the local news—Kowloon-Canton Railway developments, latest military activities, reports of the Criminal Sessions, the week's sport and particulars of all the social events. Send it Home!

READY TO-DAY.

Home Mail via Suez closes at 10.30 a.m. on Friday and via Siberia at 2.30 p.m. on Saturday.

SINGLE COPY 30 Cents.

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"THE OVERLAND CHINA MAIL."

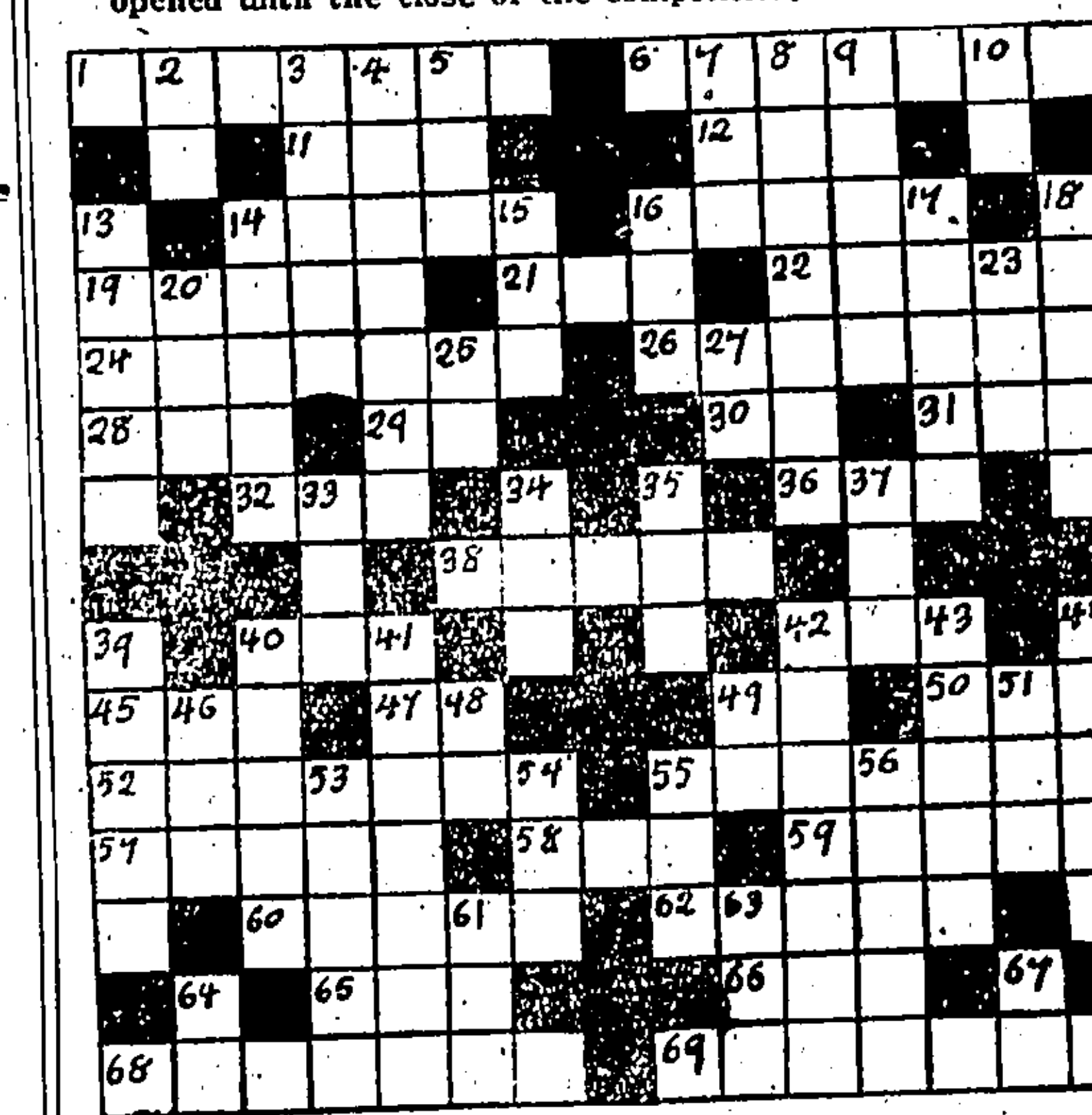
"CHINA MAIL" CROSS-WORD PUZZLE.

[SECOND SERIES.]

NO. 8—\$50 MUST BE WON

FIRST READ THESE RULES CAREFULLY THROUGH.

1. The PRIZES in this competition are AWARDED STRICTLY on MERIT.
2. Each solution sent in must be made on the coupon cut from the "China Mail." Any number of solutions may be sent in.
3. An entry fee of fifty cents must accompany each coupon. Three entries, however, may be sent in together for one dollar. Letters sent through the post must not contain coins as they will not be delivered by the Post Office.
4. No entry will be considered under any circumstances whatsoever, unless entry money for each solution is enclosed.
5. Entries must reach the office of the "China Mail" not later than the time and date for closing announced on the coupon.
6. No responsibility is accepted for loss or delay in the post. All letters should be registered and/or sealed.
7. The prize of \$50 must be won and will be awarded for an all correct or nearest correct solution. In the event of ties the \$50 will be divided. No competitor may win more than one share of the prize in each competition.
8. The coupon must not be defaced in any way. All attempts must be in plain block letters and legible.
9. The Editor's decision will be final and binding in all matters of dispute, and he reserves the right to enter into correspondence regarding the Competition.
10. Solutions will be published with the results, in this paper, every Thursday following the Closing Date.
11. Coupons will be kept for four days after the results of the competition have been published.
12. All letters must be addressed, "China Mail" Cross-words, c/o "China Mail" Offices, No. 5, Wyndham Street, Hong Kong.
13. No member of the staff of the "China Mail" will be allowed to compete.
14. Solutions are held under sealed cover and in no way will be opened until the close of the competition.



To "China Mail" Cross-words,"
c/o "China Mail" Offices,
No. 5, Wyndham Street, Hong Kong.

DEAR SIR,

I agree to abide by your rules, and I enclose.....

for..... solution (s) which are attached.

Name.....

Address.....

[Please Write in Block Letters.]

CLOSING DATE FOR COUPONS, MONDAY, JUNE 27.

[Coupons received at the "China Mail" Office after mid-day on Monday will not be included in the competition.]

Across.

1. To designate with an obelus.
6. A visor.
11. To freeze.
12. Unit of surface in French system of measures.
14. Natural.
16. A village.
19. To display publicly.
21. A small fish.
22. The iron lap used by diamond polishers in finishing the facets of the gem.
24. Directed to the side.
26. Destructive.
28. Sooner than.
29. Inside.
30. Word of denial.
31. A command.
32. The privilege enjoyed by the lord of the manor of holding court.
36. R. E. S. (Actual).
38. The brother of one's father or mother.
40. Consumed.
42. Precedence.
45. Friend.
47. V. A. (Actual).
49. M. R. (Actual).
50. The female of any kind of fowl.
52. India rubber rendered hard by vulcanizing.
55. Belonging to or resembling a lion.
57. To behave.
58. Evening.
59. Pertaining to a house.
60. To sigh.
62. Towers.
65. C. T. U. (Actual).
66. R. C. N. (Actual).
68. To shell.
69. Batsters.

Down.

2. Near.
3. Alliance.
4. A remedy for the jaundice.
5. Indian corn.
7. A small lake.
8. A pan for holding coals.
9. Rushes.
10. Second note of the diatonic scale.
13. A little lake.
15. The buttocks.
16. L. I. L. (Actual).
17. To look round.
18. Objects of interest and curiosity.
19. Consider.
20. To provoke.
21. V. M. O. (Actual).
25. The indefinite article.
27. In progression.
33. The higher part of the scale.
34. Compass point.
35. Beverage.
37. Period.
39. To make mention.
40. Genus of succulent plants (plural).
41. To emaculate.
42. Result.
43. A tool used in tillage to break down the land (plural).
44. To administer extreme unction to.
46. Yarn for the warp.
48. Relation of some state or condition.
49. Myself.
51. Girl's name.
53. A foot.
54. In addition.
55. To forbear.
56. The three Fates; Past, Present, Future.
61. No.
63. Anglo Saxon money of account.
64. Prefix meaning "not."
67. Compass point.

Competitors are reminded that the prize is to be awarded for the correct solution, or if nobody succeeds in getting the correct solution, for the NEAREST correct solution. Therefore, even if you have not done the cross-word puzzle in full, send in what you have done—it may prove to be the nearest correct solution.

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OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
M.V. "REMO" Sails on or about 21st July.
M.V. "FIUME-L" Sails on or about 18th August.
M.V. "ESQUILINO" Sails on or about 15th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
M.V. "ROMOLO" Sails on or about 28th June.
M.V. "VIMINALE" Sails on or about 26th July.
M.V. "REMO" Sails on or about 23rd August.
S.S. "FIUME-L" Sails on or about 20th September.

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SHINYO MARU (Calls Keelung) Tuesday, 12th July, at 9 a.m.
* SIBERIA MARU (Calls Keelung) Tuesday, 26th July, at 10 a.m.
Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
FUSHIMI MARU Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU Saturday, 16th July, at 11 a.m.
HAKUSAN MARU Saturday, 30th July.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 20th July, at 11 a.m.
MISHIMA MARU Wednesday, 24th Aug., at 11 a.m.

BOMBAY via SINGAPORE & COLOMBO.
GENOA MARU Monday, 27th June.
TAMBA MARU Monday, 11th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU Monday, 11th July.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Saturday, 9th July.

NEW YORK and/or BOSTON via PANAMA.
TAKAKA MARU Tuesday, 28th June.
BENGAL MARU Thursday, 21st July.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELACOA MARU Tuesday, 12th July.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
HAKODATE MARU Friday, 1st July.
CEYLON MARU Friday, 8th July.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU Friday, 22nd July.

SHANGHAI, KOBE & YOKOHAMA.
TAJIMA MARU Saturday, 25th June.
KITANO MARU Tuesday, 28th June.
NAGANO MARU Friday, 1st July.

For further information apply to—NIPPON YUSEN KAISHA.
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S.S. "LT. ST. LOUBERT-BIE" 4th July.

a.s. "YALOU" due to arrive from DUNKIRK, LONDON,
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|-----------|--------------------------|---|--|
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| ELIX | 21st May | 22nd June | 19th July |
| DELACAT | 22nd May | 23rd June | 2nd Aug. |
| MAZONE | 23rd May | 24th June | 16th Aug. |
| GENO-URAU | 24th May | 25th June | 30th Aug. |
| HOB II | 25th May | 26th June | 13th Sept. |

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CONSIGNATION—TRANSIT—REPRESENTATION.

SHIPPING SECTION.

CRASH IN PASS.

"Moonshine" Coxswain's Evidence.

SOME MISSING WITNESSES.

At yesterday afternoon's resumption of the inquest on Mr. F. E. A. Martin and others who lost their lives when the s.s. "Leung Kwong" sank in Capsulmum Pass on May 9 last, the coxswain of the steam launch "Moonshine" was recalled, and indicated on the chart the positions of his vessel and the "Leung Kwong" both at the time he first sighted the ill-fated ship after she had sounded two blasts on her siren, and at the time of the collision. The "Leung Kwong" according to the witness was at first moving straight down the Pass near the white light, and almost in the centre of the Pass. After sounding the two blasts, the "Leung Kwong" altered her course. The witness also altered his helm to starboard, as the "Leung Kwong" was in an oblique position across the centre of the Pass. A collision was unavoidable, so the witness's object in turning to starboard was to bring the "Moonshine" alongside the "Leung Kwong," so that the force of the bump might be broken by the vessels meeting sides on. Actually the "Moonshine's" prow met the "Leung Kwong's" side at an angle of 110 degrees, and not full on. Even if it would have been impossible to have avoided the accident, as the ships were very near when the "Leung Kwong" gave the two blasts, and altered her course. This Sub-Inspector Dorling informed the Court was all the evidence the police were able to produce. The pilot, he said, could not be found.

Pilot Missing.

Mr. Hugh Jones said that he had tried to get the builder of the "Leung Kwong" but the man was unwilling to come. He asked for a subpoena for the man's appearance. The manager of the Chiat Woo Steamship Company, the owners of the "Leung Kwong" was then put in the witness box by Mr. Hugh Jones. He said that the "Leung Kwong" had been owned by his company for five years. It was bought from the Kwong Fat Engineering Company of Hongkong. The Coroner: They are the builders?—Yes. So the vessel was bought new from the builders? Mr. Hugh Jones interposed to say that the ship had been in use by her builders for two years before she was sold to his clients. An office plan of the "Leung Kwong" was put in by the manager of the Chiat Woo Company, also a certificate that the vessel had complied with the Anti-Piracy Regulations. When the ship was bought, the witness said, she was already fitted with the grille over the hatchway between the 'tween deck and the third class accommodation.

Witnesses Disappear.

Mr. Bennett pointed out that other witnesses who had given evidence at the Marine Court of Inquiry but had not been heard in the Coroner's Court were the master of the "On Lee," the mate of the "Kwong Fook Cheong" and the quartermaster of the "Leung Kwong."

The Coroner told Sub-Inspector Dorling that he thought that at least one of these witnesses might be called if only to give evidence as to the exact spot of the sinking. Mr. Hugh Jones said that both the second commander and the quartermaster of the "Leung Kwong" had disappeared. The former had not been seen for the past two or three days. They had given addresses but they were not to be found at the houses named.

This Mr. Hugh Jones said, was not due to any panic but to the fact that as the "Leung Kwong" was the only ship owned by the Chiat Woo S.S. Company, and the latter having no more use for the former members of the ship's company, they had gone their various ways. Mr. Lindell asked Mr. Bennett to make an effort to produce the seaman who was on the bridge of the "Moonshine" at the time of the collision.

Mr. Bennett said that he had some personal views about that. If he brought the man into Court and it so happened that the latter's evidence proved to be the point on which the case turned, and supposing the jury found that the "Moonshine" was at fault, his Worship could appreciate the awkward position he (Mr. Bennett) would be in. It was, he suggested, for the police to bring the man up. He was prepared to give the police all possible assistance in finding the man.

Sub-Inspector Dorling intimated that he had already made arrangements to produce the man. The inquiry was adjourned until 2.15 on Tuesday afternoon next.

HONGKONG TIDES.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Dohereck during the years 1887, 1888, & 1889. The times and heights are given for Kaulung; but they may be used for the Victoria Naval yard and Aberdeen, the differences being very small. The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

June 24 to 30, 1927.

| DATE | HIGH WATER | LOWER WATER |
|-----------|----------------|----------------|
| June | Standard Times | Standard Times |
| Fri. 24 | 5 34 5.3 | 11 37 5.1 |
| Sat. 25 | 6 11 5.3 | 11 35 5.1 |
| Sun. 26 | 6 47 5.3 | 11 33 5.1 |
| Mon. 27 | 7 24 5.3 | 11 31 5.1 |
| Tue. 28 | 8 01 5.3 | 11 29 5.1 |
| Wed. 29 | 8 38 5.3 | 11 27 5.1 |
| Thurs. 30 | 9 15 5.3 | 11 25 5.1 |

Chartering is being arranged by the Great Southern Railway Co. at Dublin for five steamers for the carriage of steam coal from Bristol Channel ports for the company's railway services.

GERMAN PROFITS.

SHIPBUILDING FIRMS' DIVIDEND.

CRISIS BELIEVED OVER.

In spite of all that has been heard of the desperate straits to which the German shipbuilding industry has been reduced, it is interesting to note that the Deutsche Werft, Hamburg, have declared a dividend of 8 per cent. for the year 1926, out of a net profit of not far short of half a million marks. The accounts show that the gross profit on contracts was 667,792 marks and 2,500,000 marks were derived from the writing down of the share capital in the ratio of 2 to 1. On the other side there was a debit balance of 2,490,254 marks brought forward from 1925, and an allowance of 243,115 marks for depreciation, leaving a net profit of 434,422 marks. Out of this amount the directors have decided to allocate 21,721 marks to the reserve funds and to set aside 400,000 marks for the payment of the dividend, the remainder being carried forward to the current account.

New Ships. The report adds that it had been previously decided to increase the capital of the company from 5 to 8 millions as from April 1. During the past year, seven cargo motorships, aggregating 55,000 tons dw, were completed and delivered to their owners, and the current year commenced with orders in hand for some 48,000 tons dw. The directors state that the considerable number of contracts for new vessels placed, with German yards in recent months leads them to the belief that the end of the shipbuilding crisis in Germany is in sight. Work was slack at the firm's Flinkenwerder yard during the summer, but there was a distinct improvement in the last quarter of the year, and this has since continued.

Balance Sheet. The repairing establishment at Tollerort was satisfactorily occupied throughout the year, but this part of the business has since been transferred to the yard of the Reihersstieg-Deutsche Werft A.G., a joint concern which is utilizing the property of the old Reihersstieg firm. The Tollerort site has been sold to the State of Hamburg. The balance sheet of the company shows assets as follows: land and buildings, 2,101,394 marks; ships, ways, equipment, tools, floating docks, etc., 3,942,393 marks; stocks of material and vessels under construction, 4,164,216 marks; settlements, 323,435 marks; claims, 1,100,877 marks; cash and bank balance, 188,216 marks; and shares, 230,001 marks. The liabilities are: share capital, 5,000,000 marks; loans, 228,000 marks; debts, 6,390,160 marks; and mortgages, 78,550 marks.

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S.S. "WEST FARALON" July 9.

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S.S. "CITY OF BEDFORD" via Suez Canal. 14th Aug.

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|--------------------|---------|---------|---------|---------|----------|
| EMPERESS OF ASIA | Leave | Leave | Leave | Leave | Arrive |
| EMPERESS OF CANADA | July 13 | July 16 | July 19 | July 22 | July 31 |
| EMPERESS OF RUSSIA | Aug. 13 | Aug. 16 | Aug. 19 | Aug. 22 | Aug. 31 |
| EMPERESS OF ASIA | Aug. 24 | Aug. 27 | Aug. 30 | Sept. 2 | Sept. 11 |
| EMPERESS OF CANADA | Oct. 14 | Oct. 17 | Oct. 20 | Oct. 23 | Oct. 31 |
| EMPERESS OF RUSSIA | Oct. 24 | Oct. 27 | Oct. 30 | Nov. 2 | Nov. 11 |
| EMPERESS OF ASIA | Nov. 14 | Nov. 17 | Nov. 20 | Nov. 23 | Nov. 31 |
| EMPERESS OF CANADA | Dec. 14 | Dec. 17 | Dec. 20 | Dec. 23 | Dec. 31 |

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MINNEDOSA Aug. 5. MONTCAIRM Nov. 18.
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HONG KONG—MANILA SERVICE.

| Leave Hong Kong | Arrive Manila | Leave Manila | Arrive Hong Kong |
|-----------------|---------------|--------------|------------------|
| June 28 | June 30 | July 9 | July 11 |
| July 19 | July 21 | July 30 | Aug. 1 |

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALTAI MARU Sunday, 10th July.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MANILA MARU Thursday, 14th July.

BOMBAY—Via Singapore and Colombo.

SHUNKO MARU Saturday, 8th July.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

PANAMA MARU Thursday, 7th July.

TIENSIN

CALCUTTA—Via Singapore and Rangoon.

TACOMA MARU Middle of June.

SEATTLE MARU Monday, 26th July.

BANGKOK—Via Saigon.

SEKKOW MARU Thursday, 28th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Shanghai and Japan Ports.

ALABAMA MARU (From Shanghai) Wednesday, 20th July.

HAIPHONG—Via HOIHOW & PAKBOI.

MENADO MARU Tuesday, 5th July.

NEW YORK—Via Japan ports, San Francisco and Panama.

HAWANA MARU (From Shanghai) Thursday, 7th July.

FOR TIENTSIN VIA TSINGTAU

TIENSIN & TSINGTAU

JAPAN PORTS

SEATTLE MARU Friday, 24th June.

CELEBES MARU Monday, 11th July.

KEELUNG Via SWATOW & AMOY.

KAIJO MARU Sunday, 26th June, 11 a.m.

HOZAN MARU Sunday, 3rd July.

TAKAO Via SWATOW & AMOY.

DELI MARU Thursday, 28th June, 10 a.m.

SOURABAYA MARU (Direct to Takao) Saturday, 2nd July.

TAKAO

NITTO MARU Monday, 4th July.

DAIREN

NITTO MARU Monday, 4th July.

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S.S. "FUH TAI"

| HONG KONG | Departure | Arrival | Departure | Arrival |
|------------|----------------|----------------|-----------------|-------------|
| SANDAKAN | Saturday | June 18 3 a.m. | Thursday | " 23 5 a.m. |
| JAMBANGAN | Friday | " 24 3 a.m. | Friday | " 24 noon |
| JESSELTON | Sunday | " 26 5 a.m. | Monday | " 27 6 a.m. |
| KUDAT | Monday | " 27 5 p.m. | Tuesday | " 28 6 a.m. |
| LAHAD DATU | Tuesday | " 28 9 a.m. | Wednesday | " 29 4 p.m. |
| SEMPORNA | Thursday | " 30 5 a.m. | Friday | " 30 9 a.m. |
| TAWAU | Friday | July 1 5 a.m. | Saturday | " 1 noon |
| SANDAKAN | Saturday | " 2 8 a.m. | Sunday | " 3 8 a.m. |
| HONG KONG | Monday | " 4 midnight | Saturday | " 9 9 p.m. |

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Further sailings:— Expected on or about:— Will leave homeward-bound on or about:—
M.S. "DANMARK" 8th July
M.S. "JAPA" 2nd August
M.S. "ASIA" 5th September
M.S. "AFRIKA" 5th October

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| S. S. | Tons | From Hongkong | Destination |
|------------|--------|------------------|------------------------------------|
| KHIVA | 9,135 | 9th July | Marseilles, London & Antwerp |
| ALPORA | 5,273 | 21st July | Straits & Bombay |
| NACEDONIA | 11,120 | 23rd July | Marseilles & London |
| KALYAN | 9,144 | 27th July | Marseilles, London, Antwerp & Hull |
| NYANZA | 9,023 | 3rd Aug. | Straits & Bombay |
| KASHGAR | 9,006 | 6th Aug. | Marseilles, London & Antwerp |
| RAWALPINDI | 16,619 | 20th Aug. | Marseilles & London |
| DEVANHA | 8,155 | 3rd Sept. | Marseilles, London & Antwerp |
| MOREA | 10,953 | 17th Sept. | Marseilles & London |
| KHIVER | 9,114 | 1st Oct. | Marseilles & London |

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BRITISH INDIA-APCAR SAILINGS.

| TALMA | 10,000 | 3rd July | Singapore, Penang & Calcutta |
|--------|--------|-----------|------------------------------|
| TAKIWA | 7,936 | 12th July | Singapore, Penang & Calcutta |
| TILAWA | 10,006 | 22nd July | Singapore, Penang & Calcutta |

EASTERN & AUSTRALIAN SAILINGS (South)

| ST. ALBANS | 4,500 | 1st July | Manila, Sandakan, Thursday Island |
|------------|-------|-----------|---|
| ATAPURA | 6,000 | 25th July | Townsville, Brisbane, Sydney, & Melbourne |
| TANDA | 6,956 | 2nd Sept. | |

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolumban, Tawue, Timor, Darwin, or other ports en route as indicated on offers.

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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

| TILAWA | 10,006 | 2nd July | Amoy, Moji, Kobe & Osaka |
|------------|--------|-----------|---------------------------------|
| ATAPURA | 6,000 | 5th July | Moji, Kobe, Osaka & Yokohama |
| *NOVARA | 6,959 | 7th July | Shanghai, Moji, Kobe & Yokohama |
| KASHGAR | 9,006 | 8th July | Shanghai, Moji, Kobe & Yokohama |
| *YANZA | 7,023 | 13th July | Shanghai, Moji, Kobe & Osaka |
| TARA | 16,619 | 22nd July | Shanghai, Kobe & Yokohama |
| RAWALPINDI | 16,622 | 22nd July | Shanghai, Moji, Kobe & Yokohama |
| DEVANHA | 8,155 | 5th Aug. | Shanghai, Moji, Kobe & Yokohama |
| TANDA | 6,956 | 9th Aug. | Moji, Kobe, Osaka & Yokohama |
| MOREA | 10,953 | 19th Aug. | Shanghai, Moji, Kobe & Yokohama |
| KHIVER | 9,114 | 2nd Sept. | Shanghai, Moji, Kobe & Yokohama |

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.

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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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SAILINGS FROM HONG KONG.

| | | |
|------------------------|----------------|------------|
| S.S. "ACAPENOR" | Via Suez Canal | 3rd July. |
| S.S. "CITY OF CHESTER" | Via Suez Canal | 14th July. |
| S.S. "HELENUS" | Via Suez Canal | 31st July. |
| S.S. "CITY OF BEDFORD" | Via Suez Canal | 14th Aug. |

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SOVIET TRADERS.

ORDERS FOR GERMAN

YARDS.

MERCANTILE FLEET.

The Soviet Government is continuing its efforts to add to its mercantile fleet which is under the management of the "Sovtorflot." Its ultimate object is to have, if not the whole, at any rate the greater part of Russia's foreign commerce carried in Russian bottoms, but from year to year this achievement seems to become more and more remote.

The fact is that the 422 vessels of various sizes which compose the Russian mercantile marine are mostly of advanced age and worn out, and hence unable to compete with the ships of west European countries. One of the basic principles of Soviet economics is to limit the employment of foreign ships to an absolute minimum, and accordingly, since the national shipyards are unable to turn out new tonnage with the requisite celerity, the Moscow authorities have adopted the principle of ordering new vessels from foreign shipbuilding establishments.

Long Credit Demands. Negotiations to this end are known to have been proceeding for some time, the chief point at issue having been the demands for long credit which came from the Russian side. It is now announced that contracts for a certain amount of new tonnage have been placed with Germany. The "Berlin Tagblatt" states that five passenger steamers, representing a total value of 12,000,000 marks, have been placed with German yards, while the Leche Unterweser yard has been commissioned to build six barges for Black Sea ports. It is understood that the contracts are to be completed by 1928.

In the fiscal year 1926-27, it is stated, 20 ships of 37,600 tons were built at Russian yards. While this production very largely exceeds that of the year 1925-26, it nevertheless is very far behind the amount laid down in the Government's original shipbuilding programme. The productive capacity of works which manufacture shipbuilding materials in Russia is very low, and delayed deliveries have the effect of causing further delays at the shipyards which, in their turn, are by no means up-to-date, either in their methods or their equipment. The average building period at the Russian yards is, in fact, very considerably longer than in any other European country, and possibly in the world.

FAST NAVAL BOATS.

BRITISH HIGH SPEED CRAFT.

Fifty years ago a new weapon was introduced into naval warfare in the various types of torpedo, but it was primarily to pleasure craft that the authorities owed the means of utilising it effectively. How the success of the launches "Albatross" and "Gittana," built by his firm in 1870-1, contributed to the development of the torpedo boat, was described by Sir J. E. Thornycroft in the annual lecture to the Graduates Section of the Institution of Mechanical Engineers.

The adoption of locomotive practice in these high-speed boats, by enabling weights to be cut down and boiler pressures to be increased, provided the experience necessary to produce the first British torpedo boat, H.M.S. "Lightning," which, with her speed of 18 1/2 knots and boiler pressure of 120 lb., was a great advance on anything that had been done before. The speed of successive boats crept up to 22 knots, but in 1885 water-tube boilers were substituted for locomotive boilers and the speed advanced to 26 knots. Continental nations had been quick to learn from us, and by 1890 it was thought advisable to create a superior class of vessel which came to be known as the torpedo boat destroyer.

H.M.S. "Daring" was one of the first of these vessels. Developing about 4,000 h.p., she had a speed of 29 knots. By 1917, the destroyer had grown to 33,000 h.p. the weight of propelling machinery with boiler and water being between 30 lb. and 31 lb. per horse-power, as compared with 55 lb. in H.M.S. "Lightning."

The steady growth of the boiler in size and pressure, the introduction of oil fuel, and the development of the turbine were traced by Sir John in his lecture, and the effect obtained by gearing the latter to the propeller revolutions from lower propeller revolutions was illustrated by a reference to the re-engineering of two destroyers for a foreign government. In this case, 10 coal-fired boilers were replaced by six fired with oil, and five

LIFEBOAT GEAR.

NEW HAND-PROPELLING MACHINERY.

LIVERPOOL MAN'S PATENT.

The change from sailing vessels, which were small and carried large crews consisting entirely of trained seamen and very few passengers, to the huge steam-driven vessels of to-day, carrying thousands of people, but very few true seamen in the old sense among the crew, demanded a drastic change in the equipment of the lifeboat, which had not progressed by any means so rapidly as the evolution of passenger-carrying vessels.

It was for this reason that Mr. J. H. Fleming, a Liverpool master mariner and a member of the firm of Messrs. J. H. Fleming and Co., 227/3, Towerbuilding, Liverpool, England, brought into existence three important inventions in connection with ships' lifeboats and other small craft, consisting of a hand-propelling gear, a collapsible sliding hood, and a folding sea anchor, all of which are fully approved by the Board of Trade. Experience had proved to Mr. Fleming that the boat itself could not be improved upon, and it was for this reason that he devoted himself to the question of the equipment of the lifeboat and its practical use in case of emergency and under the very varied conditions prevailing at sea.

Simple Propulsion. To be efficient for its duty of saving the maximum number of lives in the event of an accident at sea, the lifeboat must be got away from the ship's side immediately it is waterborne, the matter of propulsion must be simple, foolproof and ready for instant use under all weather conditions that it can be handled by the most inexperienced people, including women and children; it must require no attention to keep it in order, and it must reduce the carrying capacity of the boat and not make the boat entirely self-contained, so that it can live in a sea way without assistance from other boats until picked up by the rescuing vessel.

Oars Not Suitable. The whole boat must be capable of being handled by a very small number of experienced persons, owing to the minority of true seamen now available of making a long passage. If necessary, while protection must be provided to save the occupants from exposure and to collect water. Means should be provided, if possible, for additional freeboard in cases where boats are carrying more than their full complement of passengers, and when lying head-on to the sea the boat should not drift too far from the scene of the disaster.

Oars are not a suitable method of propulsion because they are too heavy to handle in a crowded boat, and they do not allow the boat to clear immediately away from the side of the vessel, which is the danger area. They cannot be handled by inexperienced passengers and women and children, and they do not allow for central control, which is important when there is a sea. They are also liable to get lost or broken. A more efficient sea anchor is also required.

To overcome all these disabilities Fleming's patent hand-propelling gear has been invented, together with the patent sliding collapsible hood, which protects the occupants from exposure and makes a collecting area for water and provides additional freeboard, while the patent folding sea anchor ensures that the boat will not be drifted too far away from the rescuing ships.

direct-coupled turbines by three geared turbines.

These changes raised the shaft horse-power from 18,000 to 20,000, and the radius of action, at 24 knots, from 1,500 to 2,400 miles. The lecture was illustrated by lantern slides and cinematograph, the latter showing some of the Thornycroft constant motor-boats travelling at 40 knots. At the conclusion of the lecture, Sir Fortescue Flannery pointed out that the secret of the success of the modern water-tube boiler, which with oil firing were the two great factors in development of power and speed, lay in the effective separation of the upward and downward currents. The earlier water-tube boilers, such as those of a.s. "Montana," of many years ago, had failed for want of this positive circulation. In acknowledging a vote of thanks, Sir John E. Thornycroft paid a tribute to the excellent work in development of high speed craft by other engineers and naval architects, particularly those of France—"Engineering."

REPORT FROM

BOARD OF CONSERVANCY WORKS OF KWANGTUNG

Waterlevels in English Feet.

| Place of Observation | Highest W.L. on record | Lowest W.L. on record | W.L. 23/6 | W.L. 24/6 |
|--------------------------|------------------------|-----------------------|-----------|-----------|
| West River at Shihling | +41' 0" | 0' | +12.0 | +14.3 |
| North River at Taingyuen | +23' 7" | 0' | +0.2 | +8.9 |
| North River at Samshui | +27' 9" | 0' | +6.5 | falling |
| East River at Sheklung | +15' 2" | 0' | +6.0 | +5.4 |

CONSIGNEES.

SERVICES CONTRACTUELS DES

MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship "SPHINX" BRINGING CARGO from Marseilles, &c. also Cargo from Bordenaux La Pallice, Cognac &c. ex s.s. "JEAN DOUBLET" and Cargo from La Pallice, Cognac &c. ex s.s. "MEI-NAM".

CONSIGNEES are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before THURSDAY, the 30th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 21st June, 1927.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship "YANG-TSE" BRINGING CARGO from Dunkirk, Antwerp, London, &c.

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All claims must be sent in to me on or before THURSDAY, the 30th instant, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on MONDAY, the 27th June, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE,

Agent.

Hong Kong, 22nd June, 1927.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Russia" arrived at Shanghai yesterday, at 3 a.m., left that port to-day at 5 a.m., and is due at Nagasaki to-morrow, at 10 a.m.

The following vessels of the Compagnie des Messageries Maritimes are expected here:—

"Paul Lecat," July 5.
"Amazone," July 19.
"Chenonceaux," August 2.
"Athos II," August 30.
"D'Aragnan," September 13.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Sphinx" are advised to send in their claims to the Agent before June 30, or they will not be recognized.

Consignees of Cargo ex s.s. "Yang-Tse" must send in their claims to the Compagnie des Messageries Maritimes (J. Limage, Agent), before June 30.

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| July 5 | San Francisco | Majestic | Aug. 6 | Cbrg-Shmpin Aug. 12 |
| July 13 | Seattle | Borengaria | Aug. 10 | Cbrg-Shmpin Aug. 16 |
| July 19 | San Francisco | Lovishan | Aug. 20 | Pmth-Cbrg Aug. 26 |
| July 27 | Seattle | Apollonia | Aug. 24 | Cbrg-Shmpin Aug. 30 |
| Aug. 3 | San Francisco | Majestic | Sept. 3 | Cbrg-Shmpin Sept. 9 |
| Aug. 10 | Seattle | Mauretania | Sept. 6 | Pmth-Cbrg Sept. 12 |
| Aug. 16 | San Francisco | Olympic | Sept. 17 | Cbrg-Shmpin Sept. 23 |
| Aug. 24 | Seattle | Borengaria | Sept. 21 | Cbrg-Shmpin Sept. 27 |
| Aug. 30 | San Francisco | Homeric | Oct. 1 | Cbrg-Shmpin Oct. 7 |
| Sept. 7 | Seattle | Apollonia | Oct. 5 | Cbrg-Shmpin Oct. 11 |
| Sept. 13 | San Francisco | Majestic | Oct. 16 | Cbrg-Shmpin Oct. 22 |

TO SEATTLE AND VICTORIA VIA
SHANGHAI, KOBE & YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT MCKINLEY Tuesday, June 28th Midnight

PRESIDENT GRANT Wednesday, July 13th

PRESIDENT CLEVELAND Wednesday, July 27th

PRESIDENT PIERCE Wednesday, Aug. 10th

PRESIDENT TAFT Wednesday, Aug. 24th

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PRESIDENT POLK Tuesday, Aug. 2nd 8.00 a.m.

PRESIDENT ADAMS Tuesday, Aug. 16th 8.00 a.m.

PRESIDENT GARFIELD Tuesday, Aug. 30th 8.00 a.m.

PRESIDENT HARRISON Tuesday, Sept. 13th 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JEFFERSON June 27th 6.00 p.m.

PRESIDENT VAN BUREN July 5th 8.00 a.m.

PRESIDENT GRANT July 5th 6.00 p.m.

PRESIDENT LINCOLN July 11th 6.00 p.m.

PRESIDENT HAYES July 19th 6.00 a.m.

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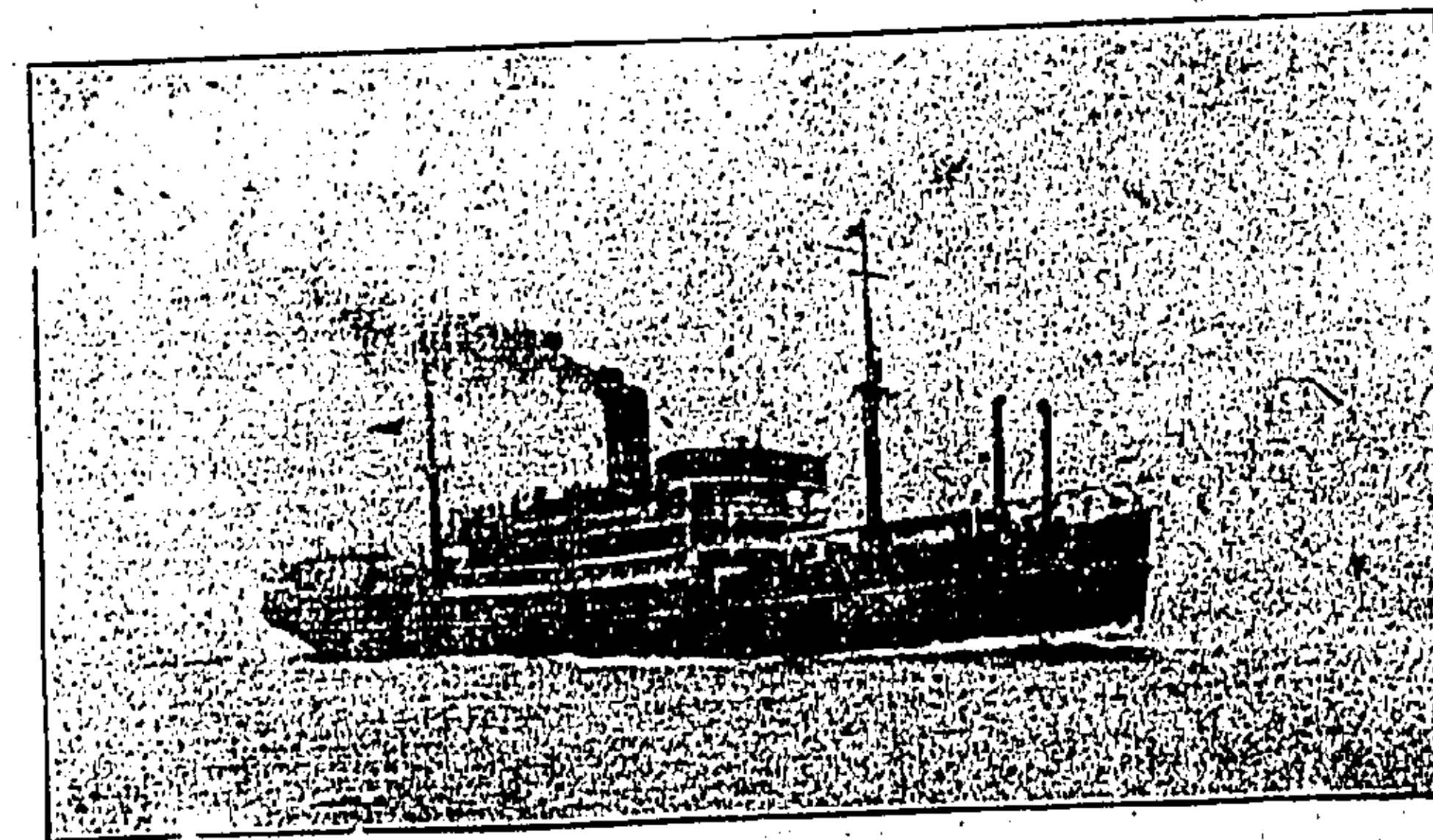
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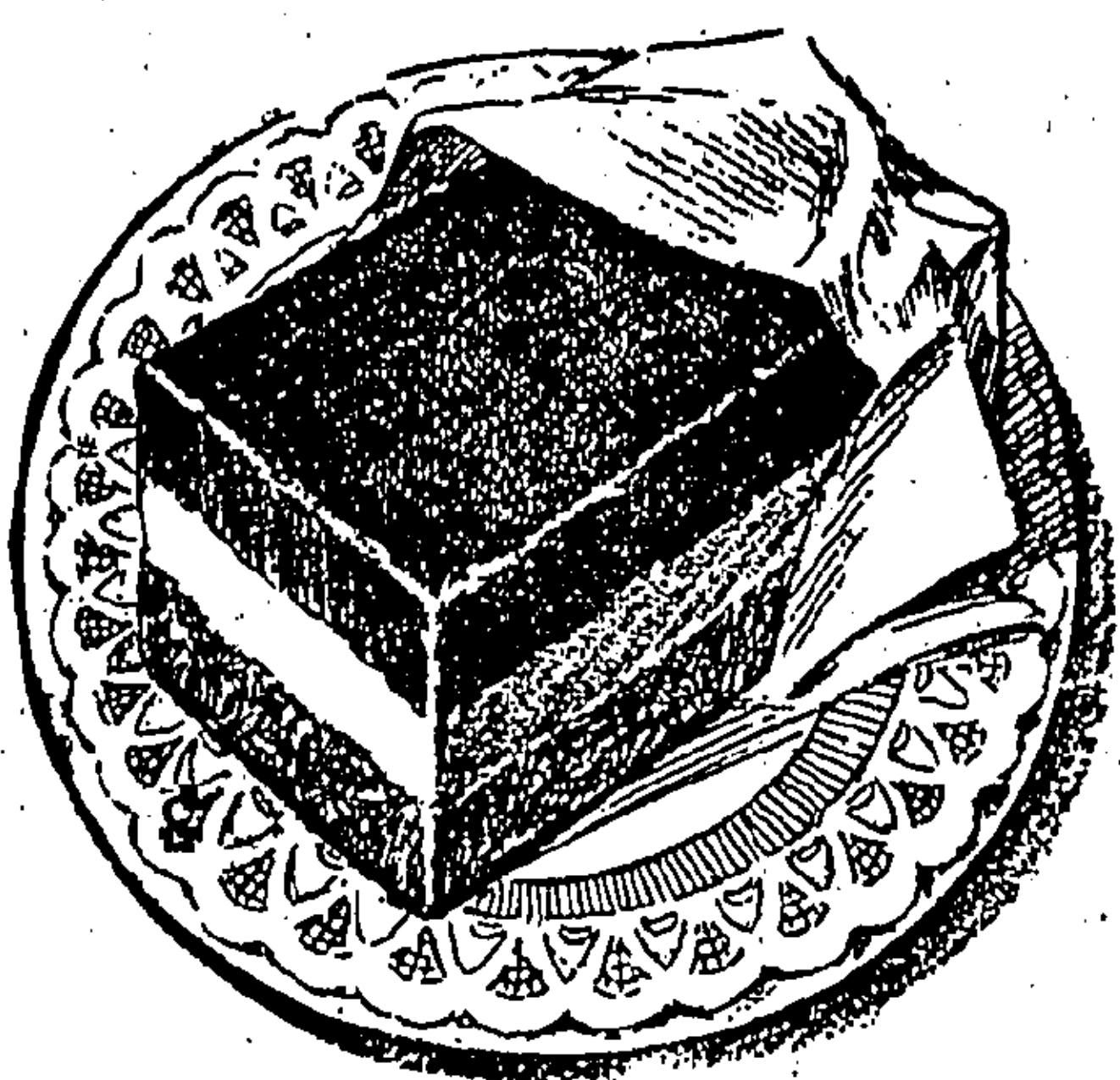
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BIRTH.

FANTHORPE.—On June 18, 1927,
at Shanghai, to Mr. and Mrs.
A. Fanthorpe, a daughter.

MARRIAGES.

FLEMING—STRONG.—At the
Union Church, on 24th June,
by the Rev. J. Kirk Macdonald,
John Fleming, C.A., son of Mr.
and Mrs. Fleming, Coates,
Penicuik, Midlothian, to
Katharine Baillie, second
daughter of the Rev. W. B. and
Mrs. Strong, Glencorse, Mid-
lothian. At home, 105, The
Peak, 20th, 21st and 22nd July.HOLGATE-STARKY.—On June
18, 1927, at Shanghai, Clara
Starky, to Harold Holgate,
both of Shanghai.

Hong Kong, Saturday, June 25, 1927.

A SATURDAY CAUSERIE.

There is a tendency on the part of some who are unacquainted with the facts to regard the Kowloon-Canton Railway as in the nature of a "white elephant." It is true that the British section (in common with the Chinese) has not paid its way for some years, but this is due to the impossibility of maintaining the service for which the line was primarily constructed and on which it depends for its principal source of revenue—a regular through service to and from Canton. The British section officials are in no way to blame for the absence in the last few years of a reliable express through service. Had they been able to foresee the long period of uncertainty created by the constant commandeering of trains on the Chinese section by warring military factions and the effect of the boycott and picketing on passenger traffic between British and Chinese territory, there is little they could have done to provide against the falling off in revenue. To have chosen the alternative of closing down the line until better times, rather than to run the service to Fanning and districts at a loss, would have been a short-sighted and un-economic policy, having regard to the rapid depreciation of track, rolling stock and engines when not in use.

So long as disturbed conditions prevailed, it was equally inadvisable to offer help to the Chinese section in the matter of British section engines to keep the express service going, for Chinese

military authorities, when in need of anything are far from discriminating in the matter of ownership of property. But with conditions in Kwangtung more settled, and the only barrier to the resumption of a regular and reliable through service to Canton the bad state of repair of the Chinese section engines, the offer of British assistance was accepted in the spirit in which it was made and the first British section engine to haul the express right from Kowloon to Canton made a most successful trip on Monday. The benefits derived from the resumption will be joint, for whilst the British section officials will be able to extend the scope of their activities beyond the local service, which can never be expected to pay, the Chinese section will also reap its share of the proceeds, and in addition, with the assistance given in the matter of engines, will be able to proceed with a greater measure of confidence in the construction of the new rail route to Waichow, which is now well on the way to completion. There appear to be brighter times ahead for both sections of the Railway whose co-operation is significant of the greater degree of friendliness and trust existing to-day between the respective Governments of Canton and Hong Kong.

The young men who at a recent debate talked glibly of the present emancipated generation in the matter of comfortable attire, contrasting it favourably with that of the Victorian era, would have earned the gratitude of hundreds of perspiring members of the masculine sex had they successfully devoted their energy to evolving a garb which would combine comfort with dignity in a tropical climate. In an article headed "Collar and Tie Torture: 'Shorts' for office wear," a Calcutta paper focuses attention on the annually recurrent discussion concerning comfortable attire for hot weather. We are told that the younger section of the community, whose work necessitates a good deal of time being spent in the sun, fondle a wistful hope that the starched collar and three piece suit will be abandoned during the warm weather for a more suitable dress. Then follows a pen picture which might equally be that of certain parts of Hong Kong during the rush hour, of groups of perspiring brokers dashing through broiling streets to catch fortunate or unfortunate clients whilst, in contrast, are the dignified merchants seated in the cool breezes of whirling fans and protesting against laxity in dress from a business standpoint as a subtle influence that would be difficult to recover.

The whole question of summer dress in the tropics resolves itself into a question of how far it is possible to go in the adoption of a more comfortable style of dress which would ameliorate discomfort and increase efficiency, without dignity being too far assailed. Democratic America as represented by some of the globe trotting fraternity in Hong Kong solves the problem without regard to appearance: our visitors go bargain

hunting carrying their coats over their arms, their shirt collars undone and their ties hanging loosely. But with the residential community in tropical parts it is generally recognised that in business there has to be a dignity of dress, and it is argued that if once the principle of "free and easiness" in attire were established, it would be difficult to check a tendency to exaggerate it. Amongst salesmen especially does dress count, and it is well known that the better dressed man gets the better and bigger orders. As "shorts" and open shirts are hardly in accord with business dignity they would have to be ruled out for general use, but it should surely be possible to devise a mode of dress which would eliminate the torture of the collar and tie. A fortune awaits the tailor who can design a suitable and happy medium.

BATHING FATALITY.

TAI WAN BAY TRAGEDY
INQUEST.

SLIPPED FROM WOOD FLOAT.

An inquest was held at the Kowloon Magistracy yesterday concerning the circumstances under which the Indian youth was drowned at Tai Wan Bay on June 5.

Abdulla Bhoj, manager of Tyeby Company, said that together with the deceased and four others, he had been bathing for about half an hour when the deceased was seen to walk into deeper water, holding on to a large piece of wood for support. He had gone in up to his shoulders when he appeared suddenly to release his hold and disappeared. Witness dived under the water but could not find the deceased and, when assistance was obtained from a number of Europeans in the vicinity, diving was carried out for some time without success. The attempts were eventually given up and it was not until two days later that the deceased's body was recovered off the Kowloon Docks.

Replying to the jury, witness said the deceased was a non-swimmer.

A verdict of death through misadventure was returned.

A GRUESOME FIND.

SKELETONIZED BODY IN
VILLAGE.

A gruesome discovery was made at Pak Cho Wan on June 21, when a villager came across the partially decomposed body of a Chinese male, apparently 15 or 16 years old. The head and face were skeletonized, and the finger tips had rotted away.

Around the neck and drawn tight to the bone, was a rope, and it is presumed death was the result of strangulation. The body is now at the Kowloon Mortuary.

H.K. POLICE RESERVE

BRITISH COMPANY
MEETING.

A meeting concerning the formation of the British Company will be held at the Captain Superintendent of Police's office, Central Police Station, at 5.30 p.m. on Monday, June 27. Any gentlemen who are interested or who required information are requested to attend.

GIRL KNOCKED DOWN.

Dr. Wong, of the Hong Kong University reports to the police, that whilst driving car No. 642 along Causeway Road on June 24, a girl ran in front of the vehicle and was knocked down, receiving injuries which are thought to be serious. She was removed to the Government Civil Hospital.

JUDGE PARRY TO RETIRE.

Judge Parry is retiring from the County Court Bench. He was appointed to Circuit No. 48, which includes Lambeth, Bromley, Dartford, Gravesend, Maidstone, Sevenoaks, Tonbridge, and Tunbridge Wells, in 1911. Previously, for several years, he was County Court Judge at Manchester. He will bid farewell to Maidstone Court this week.

His honour was called to the Bar in 1886 from the Middle Temple, and became a County Court Judge of Manchester in 1894. During the war he acted as chairman of the West Kent Appeal Tribunal, and in 1917 was Industrial Unrest Commissioner of the N.W. area. He was president of the Fensons Appeal Tribunal in 1917-18. He enjoys a reputation as a writer of biographical works and children's stories, and has written plays for juveniles that have been produced in London. Among his successful literary efforts in more recent years have been a series of mystery stories.

LOCAL WEDDINGS.

UNION CHURCH CEREMONIES
YESTERDAY.MR. J. FLEMING & MISS K. B.
STRONG.

There was a large and notable gathering at the wedding and subsequent reception yesterday of Mr. John Fleming, partner in the firm of Messrs. Lowe, Bingham and Matthews, and Miss Katharine Baillie Strong, daughter of the Rev. W. B. and Mrs. Strong, of Glencorse, Midlothian.

The ceremony took place at Union Church, Kennedy Road, the Rev. J. Kirk Macdonald officiating.

The bride, who arrived in the Colony from Home the day previous, was given away by her brother (Mr. T. A. Strong, of Johore) and was charmingly attired in a dress of white georgette, the frilled panels being trimmed with spray of orange blossom and white heather. She wore a tulle veil held in place by silver fillet, and similarly trimmed, brocade shoes, and carried a bouquet of white lilies and pink roses with trailing ferns.

The bride was attended by Miss Catherine Whyte Smith and Miss Joyce Carrie as bridesmaids, and by the Misses Bunny and Jenny Fowle as flower girls, the former wearing pretty dresses of pink organdy over blue crepe de chine trimmed with silver, wreaths of rosebuds and silver shoes and carrying dainty baskets of hydrangeas.

Mrs. R. L. Read, of Shanghai, who was Matron of Honour, was attired in flowered gold chiffon with panel of pleated georgette, russet picture hat and shoes to match.

Mr. M. M. Watson was Best Man.

Mr. G. E. Longyear was at the organ, the hymns played being "O God of Bethel" and "O Perfect Love."

A reception was held at the Hong Kong Hotel where a large number of guests assembled to congratulate the bride and bridegroom. The honeymoon is being spent at Manila, the bride's going away dress being an embroidered three piece suit of beige crepe and crepe de chine with killed skirt, red hat and beige shoes.

Among the numerous guests present at the reception were: Mrs. Read (sister of the bridegroom), Mr. Strong (brother of the bride), the Rev. J. Kirk Macdonald and Mrs. Macdonald, the Rev. H. Copley Moyle, the Rev. W. T. Featherstone and Mrs. Featherstone, Mr. and Mrs. J. R. Wood, and Master John Wood, the Hon. Mr. H. T. Jackson and Mrs. Jackson, Mr. and Mrs. B. Wylie, Mr. and Mrs. T. S. Whyte Smith, Mr. and Mrs. A. L. Shields, Mr. H. R. Sturt, Mr. and Mrs. C. Blaker, Mr. M. Maas, Mr. B. H. C. Hallows and Miss B. Hallows, Mr. A. W. Eastman, Mr. M. F. Key, Mr. and Mrs. H. R. Cleland, Mr. and Mrs. Stevenson, Mr. and Mrs. W. J. Carrie, Mr. and Mrs. O. T. Breakspear, the Hon. Mr. W. E. L. Shenton, Mr. and Mrs. W. E. Mackenzie, Mr. and Mrs. Somerfelt, Mr. and Mrs. Miss Fowle, Mr. and Mrs. R. M. Henderson, Mr. and Mrs. Graves, Mr. and Mrs. C. Bernard Brown, Mr. and Mrs. A. Brerley, Mr. A. Ritchie, Mr. P. G. Vaux and many others, including members of the staff of Messrs. Lowe, Bingham and Matthews.

The health of the bride and bridegroom was submitted by the Hon. Mr. W. E. L. Shenton, and the bridegroom made a suitable reply.

MR. J. R. MACDONALD & MISS
I. N. MCCONNELL.

Union Church (Kennedy Road) was the scene of another wedding yesterday morning, the parties being Mr. James Robert Macdonald (of Messrs. Butterfield and Swire), son of the late Mr. James Macdonald, of Hong Kong, and Mrs. Macdonald, of Seaford, Sussex, England, and Miss Isabel Nivison McConnell, daughter of the late Mr. W. McConnell and Mrs. McConnell, of Newton Stewart, Scotland.

The bride, who was given away by Mr. R. M. Chaloner, was attended by Miss Joan Ross. The duties of Best Man were carried out by Mr. J. D. H. Crawford.

The Rev. J. Kirk Macdonald officiated. A reception at the Hong Kong Hotel followed the ceremony, many friends of the bride and bridegroom attending and tendering their congratulations. The honeymoon is being spent at Tsingtau and Star Beach, Dalm.

"REAL SHEIKH."

AN ENGLISH GIRL GUIDE'S
ROMANCE.

MARRIAGE TO BEDOUIN.

London, June 9.

Jerusalem.—A real life story of "The Sheikh" comes from Damascus, where the Emir Shalon, one of the most powerful and most noted Bedouin Chiefs, met an English Girl Guide, fell in love with her on sight, and offered to marry her and make her "Queen of the Desert."

The lady consented, but the British Consul thought that the Emir had kidnapped the girl, and secured her return to Damascus. The lover accompanied her.

The girl declared that she married the Sheikh because she loved him, upon which the couple were permitted to return unmolested to the desert.

AT THE "CHEERO."

EFFORTS OF VOLUNTEERS
APPRECIATED.

LAST NIGHT'S CONCERT.

The work of the Y.M.C.A. "Cheero" is deserving of the highest praise and last night's entertainment proved beyond all possible doubt how appreciated are these weekly concerts and the work of those who give their time to make them the success they are.

The prime movers in this work of helping the troops to enjoy a night ashore are Mrs. A. T. Hamilton and a host of others who are to be commended for the unselfish manner in which they give their leisure time to this work. Mr. Middleton arranged the programme and announced the items. Last night's programme was well received by the soldiers and sailors; the concert rooms and verandah were both filled to overflowing and each item was enthusiastically received and encouraged.

Although it is invidious to particularise, Miss D. Hamilton deserves special mention for her demonstration of the "Charleston" and Mr. Hampton's droll stories captivated all his hearers. Mr. Donithorne too, is to be congratulated on the high pitch of perfection to which he has brought his orchestra.

Community singing seems to be growing in popularity and last night, with such able leaders, it went with a real swing.

At the conclusion of the concert, hearty cheers were given for those who had taken part and those responsible for the arrangement of the entertainment.

Those contributing to the programme, in addition to the names already mentioned, were Messrs. J. Wohlgenuth, J. Grenham, D. Hill, Grey, and Paterson, Mrs. Fleming and Mrs. Reynolds.

LONDON AIR RAIDS.

German Report on War Methods.

Berlin, May 18.

"Germany waged war in a manner no worse than her enemies." This is the conclusion arrived at by the Reichstag committee which for the past seven years has been investigating whether, during the military and economic conduct of the war, measures were adopted which violated the stipulations of international law.

A report issued in five volumes, states that the policy of reprisals was mainly responsible for the violations of international law which were committed.

Submarines.—The committee considers that unrestricted submarine war was justified in international law as a reprisal against the "illegal" British blockade. Bombing by aeroplanes of military objectives, such as arsenals and docks in London, was also justified.

"The City of London, though arsenals were in it or were close to it, was only bombed on Sundays, or at night, when it was empty of its population," declared Dr. Bell, the Deputy chairman of this committee, in the Reichstag.

"German gas war was in accordance with international law except in the use of the green and yellow cross gases, which were only used after the French had employed illegal gas weapons."

Violation of Belgian neutrality is not dealt with by the committee at all, but is being examined by another committee.

LOCAL THEFTS.

The occupier of 241, Temple Street has reported to the Central Police the loss of jewellery valued at \$684.

Jewellery and money to the value of \$104 was stolen from 33, Queen's Road, Central, on June 24, according to a report to the police.

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SHIPBUILDING PROGRESS.

THE SCOPE FOR PRACTICAL DEVELOPMENT.

"M.I.N.A." writes in the Liverpool "Journal of Commerce":—
In view of the absence of the more practical type of paper amongst those read before the Institute of Naval Architects at their recent spring meeting, it would seem to the writer that the course of investigations are now-a-days becoming confined more or less, to side issues, while the more vital matters for progress in the shipbuilding and marine engineering industries are being left as secondary items to take care of themselves.

If this is true, and from published matter it would appear to be the case, it seems a pity that the cleverest brains in our industry are worrying out the improvement of matters which could be probably put on one side for the time being. Both the practical and theoretical mind might be led to use their capacities in channels which would lead to a quicker and straighter path in the direction of economy in the running cost of vessels, cheaper first cost, and sounder seaworthiness.

If one makes a broad introspection of the possible lines along which the principal advancement in the art of shipbuilding might be made at the present time, the following suggestions appear as items worthy of special attention and consideration:—

Construction.—The basis material used in building the hull of a vessel being mild steel, then first we must devote all our science to the improvement of this material.

The general construction of a steel hull presently consists of a skin or shell, decks and bulkheads, internally supported by a steel framework of supporting frames, beams, stiffeners and the like fitted at suitable intervals. Both the skin and its supporting members are made up of a large number of individual plates and bars, etc.

It would seem to the writer that the right lines for progress in hull construction would be to eliminate parts by producing a steel of high elastic limit and one also able to resist compression so that the skin portion of the hull could do its work with fewer internal members or bars. The large amount of riveting presently required might further be reduced by the application of larger individual skin plates and more welding together of parts, thereby reducing caulked seams, especially where these are in the underwater portion of the hull. To illustrate this point crudely, and maybe humorously, the direction for advancement in construction would seem to be towards the building of a ship's hull more like a large tin can. To do so we must first look to the metallurgist to concentrate on the production of a better and stronger "steel" mixture, or a new metal or material, if possible, of higher elastic limit than the high elastic mild steel described in the paper read before the I.N.A. in 1924.

The supporting members of a ship's hull are generally arranged transversely, or longitudinally, as in the Isherwood system, and it is at least refreshing to see that Sir J. W. Isherwood is advancing in the right direction in eliminating bracket connections in his latest bracketless system. It may be possible to extend the idea to the transverse system in eliminating tank bracket knees to side framing, the tank margin connection of these knees often proving a weak and troublesome locality in service.

To the combined scientific and practical shipbuilding minds must be the responsibility for improvement in construction with the material presently available, and it would seem to the writer to be along the lines of a reduction in number of "members" and "parts" used in the construction of a vessel's hull.

Propulsion.—This item embodies both resistance and machinery. Resistance belongs essentially to the shipbuilder, and machinery to the engine builder, although both are involved in the connecting link, i.e., the propeller.

Considering our progress in our knowledge of resistance we must surely acknowledge our indebtedness in later years to the experimental tanks and the fundamental principle, established by the classical experiments of William Froude. But although

much has been learned regarding proportions and distribution of displacement affecting resistance, we still seem to be unable to prove definitely that a model's resistance is actually repeated on a larger scale in the full sized vessel. Resistance seems to be the most fogged subject in our profession now-a-days, and latterly those active members with mathematical genius would seem to seek all manner of means in proving the correctness of extreme extrapolation, to settle this contentious argument once and for all.

But surely there is only one way to settle this doubtful matter and that is to repeat Froude's Greyhound precedent and to try a full-sized towing experiment, but on a larger scale. The vital question is of course who will pay for such experiment? Assuming that some philanthropic body has agreed to find the funds, the full-sized vessel might take the form of a series of midship section portions, which could be joined together to form different lengths of parallel body, the ends being built separately and of more than one (entrance and run) fore and after body co-efficient. The towing vessel might be a destroyer and the towed vessel connected to a steel shaft projecting ahead, the torque or deflection of this shaft or beam being measured in order to arrive at the resistance of the towed vessel. Hence the third line of progress may be said to embody the making of a full-sized towing experiment.

A large amount of both skill and money is expended upon the improvement of invention of marine engines, but the more vital factor, the propeller, where 30 per cent. and upwards of the shaft horse-power is consumed, would seem to lack attention to-day. The propeller, therefore, seems to be the fourth item which should receive the consideration of our experimenters. If the contra-propeller, Tatin rudder, etc., are a sign of the times, then what is gained by these inventions from the propeller race could possibly, with advantage, be incorporated in the propeller design itself, or by means of more than one coaxial propeller, but each having either a different pitch or a different number of revolutions, or in some other way. The fitting of fixed blades or vanes on to the hull must increase the frictional resistance and may affect the augment of resistance as well. Experiments have already been made and papers read, with regard to contrary turning propellers placed behind one another in the same axis, by Luke in his paper to the I.N.A. in 1914, and also by General Rota, transactions I.N.A. 1909 and 1922.

Hatchways.—The efficient closing and seaworthiness of hatch openings seems of vital importance, in view of the fashion of arranging larger and larger hatchways in present day vessels, more especially of the alleged "self-trimming" type. Many are the ideas put forward for patent hatch covers, but few are adopted, the objection in the majority of cases being the unhandiness of the design for shipping and unshipping. The right directions for improvement here would appear to be in the shape of smaller hatchways of greater number. Exception might be taken when quick loading and discharge is considered, but if the large hatchway were divided down its middle line by a narrow passage or channel, thereby in effect reducing the single large hatchway into two ones, the result would give a pair of invulnerable openings instead of one large opening.

In the event of damage at sea the smaller the opening to be put in order by the crew, the easier will be their task with a greater chance of success. The narrow passage down the centre line between these twin hatchways could, in the case of a collier loading coal, be covered by a cone-shaped plate or plates, in order to deflect the coal from the shoots into each side. The question of how far one could go, in the dividing up of large hatchways into smaller ones is a thoughtful question, and one perhaps more for the shipowner to settle.

Derricks.—The single arm derrick with its winch, blocks and

KWONG HIP LUNG CO.

PREMIER CHINESE FIRM IN THE COLONY.

The Kwong Hip Lung Co., Ltd., is the oldest established Chinese shipbuilding and engineering company in the Colony, having been established for fifty years. The Company owns two slipways at Shamshuipo which can accommodate any craft of 200 feet in length. Naturally they have acquired an almost unrivalled reputation for this class of work, and the fact that the slipways are hardly ever idle speaks volumes for the large amount of patronage extended to them, particularly by Chinese ship owners and those requiring ship repairs or any engineering work to be carried out. Amongst the large Chinese community the firm are held in the highest esteem, their integrity being their bond.

Of the work turned out by the Company from year to year nothing but praise has been heard during the long time they have been established in business. Estimates for any class of work can be obtained on application to the town office, which is situated at 64, Connaught Road Central.

tackle, etc., seems to be quite an inefficient means of shifting weights into or out of a vessel, and would seem to be an heirloom of by-gone ages. The steam or electric crane of swinging and luffing type seems a much more up-to-date means for this purpose, and is eminently suitable for vessels in the Continental trade, which are more frequently in port, and rely upon their own gear for loading and discharging. Now that it is the fashion to build ships with larger beam-draft ratios, the extra weight of a complement of deck cranes should not be impossible, while the extra first cost of cranes versus derricks and their gear is not a serious factor. The substitution of cranes for derricks is primarily also one for the shipowner's decision.

Rudders.—Improvement in rudder design is a fruitful one, and several new inventions have been put forward recently. The outstanding one in this respect would seem to be the Oertz rudder, where a stream lined rudder is very simply made to imitate the ideal section of an aeroplane wing, when the rudder is put over to port or starboard, signifying small resistance combined with great sideways pressure and resulting in the rudder retaining its full steering effect even at extremely slow speeds of the ship.

Double Bottoms.—For seaworthiness of vessels in trades where deck cargoes are to be carried, the question of greater subdivision of the double bottom tanks in order to restrict free water surfaces and the provision of centre watertight divisions, and/or three tanks in the breadth in way of amidships, the latter for the purposes of rectifying heel, might be considered a suitable subject for investigation.

Passenger Promenades.—The surrounding of covered-in forward ends of passenger decks in order to provide wind and weather-proof observation, promenades for passengers, giving an unobstructed view through glass windows of the forward horizon, would add greatly to the comfort and interest of passengers. This idea is, of course, embodied in some recent passenger vessel designs, but usually the deck space here is obstructed by a deckhouse, which masks the deck, and does not leave a large clear deck space such as is incorporated in some American coastal vessels having observation cabins.

Life-Saving Appliances.—Too much reliance is placed upon the safe launching of a large number of small lifeboats by means of davits, even the modern form of which, under the best conditions, and when the vessel is standing upright, is a most unhandy member. It would seem that what is wanted is a fewer number of large lifeboats than is usual, and such boats should be built more in the form of non-upsetting rafts, stowed in such a manner that they could be launched when favourable circumstances prevail in the normal way, but in emergencies would float off without the necessity of having to be swung overboard and launched.

While the foregoing observations do not cover the whole of the ground of possible improvements, they do, at least, include a few of the avenues along which, it is felt, advancement might be made, and those who have the required knowledge, time and genius, may find a subject upon which they can usefully apply their talents to their own, and eventually, the industries' advantage.

W. C. JACK & CO.

ELECTRICAL & MECHANICAL ENGINEERS.

"Post nubila Phœbus" (After clouds the sunshine). The Latin quotation on the stationery of Messrs. William C. Jack and Co., Ltd., is an excellent motto. In these days of commercial depressions and social upheavals, and one that harmonises extremely well with the illuminating activity of the firm in question in the prominent position to which they have attained as electrical as well as mechanical engineers. When electric illumination is mentioned in connection with Hong Kong, it means reference to the most remarkable sight in that respect to be found anywhere in the world. Nothing arouses the wonder and enthusiastic admiration of the visitor to the beautiful and unsurpassed harbour more than the glory of the scene of electric illumination at night, presented from either the lofty Peak or from Kowloon. It is impossible to convey in this necessarily condensed review any adequate conception of the magnificent splendour of that display, but it is well to know that in the great necessities entailed by so extensive a utilisation of electricity for illumination and motive power in Hong Kong the firm of Messrs. William C. Jack and Company, Ltd., plays an important part. There is nothing associated with the utilisation of the most wonderful but mysterious force which man has harnessed for his requirements that this firm is not prepared to undertake or supply. It is interesting to learn that the introduction into the colony of the "Osram" electric bulb and its manufacturers, the General Electric Co., Ltd., of London, was effected by Messrs. William C. Jack & Co., Ltd., who were for many years that company's sole agents for South China.

The business was established in 1898 as Messrs. E. C. Wilks and Co. In 1905 it became known as Messrs. Wilks and Jack, Ltd., and in 1909 assumed its present designation. The development to which it has attained has been largely due to the able gentleman indicated by its title, the late Mr. W. C. Jack, M.I.N.A., who served his apprenticeship at George Clarke's Southwick Engine Works, Sunderland, and subsequently held for ten years the position of chief engineer to the Subvention des Correspondances Fluviales, Tonkin. While in that capacity he built a fleet of river steamers, which included the light stern wheeler "Yunnan," the first steam vessel to navigate successfully the Red River and reach the Chinese frontier through Tonkin in 1890. In recognition of that achievement he received from the French Government the decoration of Officer of the Order of the Imperial Dragon of Annam.

In 1898 Mr. Jack joined the Hong Kong and Whampoa Dock Co., Ltd., as superintendent engineer, and as their representative contracted with Admiral Dewey for the salvage of sunken Spanish war vessels in Manila Bay. Three of them were successfully floated and refitted in Hong Kong and for the United States Government. From 1901 to 1903 Mr. Jack was assistant manager at the Dock Co.'s Kowloon establishment, and during that time directed several important salvage operations, followed in 1905 by similar work in connection with the French cruiser "Sully" stranded in the Tonkin Gulf. Mr. Jack was elected in 1904 president of the Institute of Engineers and Shipbuilders of Hong Kong, and was an authority on all matters relating to local shipbuilding and engineering. When he joined in partnership in 1905 with Mr. E. C. Wilks his enterprise and ability soon led to a great expansion of their business, which during later years, when Mr. Jack had become the governing director of the company, developed more particularly in connection with electrical engineering. It is in that work that the firm is principally engaged, and its activities are very ably supervised by Mr. W. C. Jack's son, Mr. J. Mackenzie Jack, B.Sc., the general manager of the company, who succeeded to that position on the death of his father in 1919. Mr. J. Mackenzie Jack is a worthy successor to a worthy father and an expert in all matters relative to the business.

The firm's telegraphic address is "Marine Works" and the codes used by them are A.B.C., A.I., Bentley's Broomhall's Imperial, and Western Union.

OXY-ACETYLENE-WELDING.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.

The Far East Oxygen and Acetylene Co., Ltd., has its head office in Paris, with branches in Canada, America, and all over the Orient. The local branch has its office at 20, Des Vaux Road Central (above Whiteaway, Laidlaw & Co.) and its works are situated at To Kwa-wan. All equipment for electric and oxy-acetylene processes are supplied by the Company, which has a universal reputation for first class workmanship. The local manager is Mr. M. J. E. Guillot, who will be glad to answer any enquiries and supply estimates at any time.

Process Described.
Oxy-acetylene welding, it may be explained, is the fusion of two pieces of metal into one solid mass. If sufficient heat is applied to any piece of metal it will melt just as solder melts when touched with a hot soldering copper. When, therefore, two pieces of iron, steel or other metal are thoroughly melted they will run into one another and form one solid piece when allowed to cool. This is the basis of all methods of autogenous welding whether the heat is obtained by the oxy-acetylene flame, electric arc or from other sources.

Autogenous welding is distinct from forge welding, brazing or soldering. Forge welding is done by heating two pieces of iron or steel until they become plastic and then hammering their surfaces together until a more or less permanent joint is obtained. When done by a skilled blacksmith such a joint is very efficient and may have as much as sixty to seventy per cent. of the strength of the iron itself. This, however, is only possible in the case of wrought iron or steel. Cast iron and other metals cannot be forge-welded; riveting, brazing or soldering, autogenous welding or mechanical methods are then used to effect a joint.

Brazing and soldering are done by melting brazing metal (brass or spelter) or solder between two surfaces suitably prepared so that the metal sticks to them and holds them together. Such a joint is very effective for many purposes where no great strength is needed and these methods are practically confined to light work. Where great strength is required or where heavy pieces are to be joined there is no substitute for the autogenous weld. When two pieces of mild steel are autogenously welded by the oxy-acetylene flame the joint is almost equal to tensile strength to the original metal, moreover it is quite ductile and will yield to a bending strain without fracturing. A weld on cast iron, however, is usually stronger than the base metal because the metal added to make the weld is usually of better quality and the weld is made under ideal conditions, being in effect a miniature casting.

Saving Thousands.
The skilled oxy-acetylene welder has, therefore, a range of work that is practically without limit. The use of the oxy-acetylene blowpipe can not only be applied to the welding of all commercial metals, including aluminium, lead, brass, copper, money metal, etc., but has also largely replaced the gasoline torch and soldering iron for brazing and soldering. For repair work especially its use is without limit and has been the means of saving many thousands of dollars to industries in the reclamation of broken parts of machinery and equipment.

Oxygen.
"Oxy-Acetylene" is a compound of the two words, "Oxygen" and "Acetylene." Oxygen is a gas, constituting one-fifth of the air we breathe, upon which all animal life depends. It is also the sole supporter of combustion, that is, no fuel of whatsoever nature will burn without oxygen. When fuel, ordinary city gas for example, is ignited in free air the oxygen from the air mixes with the gas and combustion takes place, which is a chemical reaction producing heat. About four-fifths of the volume of air (which is composed of other gases, principally nitrogen), however, which also mixes with the fuel gas is inert, that is, it does not promote combustion but tends to keep the temperature down, acting in fact as a diluent. The greater the amount of oxygen in proportion to other diluent gases, therefore, the more rapid and complete will be the combustion and consequently the greater the intensity of the heat which will be given off by the reaction.

Early attempts to mix oxygen and fuel gases together to make the combustion more complete (i.e., to increase the heat) consisted of the familiar Bunsen burner principle. The fuel gas was sent through a tube which had holes drilled in it and air was drawn through the holes which mixed with the fuel gas before burning at the orifice. As a greater pro-

THE FAR EAST OXYGEN & ACETYLENE CO., LTD.

Head Office—48 Rue Saint Lazare-Paris IXe.

HONGKONG BRANCH Office:—Des Vaux Road Central, Phone C 2344
M. J. E. GUILLOT Manager. Work: To Kwa-wan—Phone K 789
Telegraphic Address: "OXYGENE" Hongkong
Codes used: Bentley's, A.B.C. 8th & 8th, Lugan.

**OXYGEN
DISSOLVED ACETYLENE
NITROGEN
COMPRESSED AND
LIQUID AIR
CARBIDE
CARBONIC ACID
AMMONIA**

ALL EQUIPMENT FOR ELECTRIC AND OXYACETYLENE PROCESSES SUPPLIED BY

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portion of oxygen was thus obtained and a more complete mixture of the gases the temperature of the flame was considerably intensified. This is the principle upon which gas stoves, heating rings, etc., operate. This does not, however, dispose of the diluent gases contained in the air, principally nitrogen, and as nitrogen will not burn or enter into combination with the fuel gas it retards the combustion and conducts away heat.

To make autogenous welding practical, therefore (that is, to obtain the heat sufficient to melt metal), an abundance of pure oxygen is necessary.

Acetylene.
Acetylene is obtained by the dissociation of calcium carbide with water. The temperature of combustion of acetylene is the hottest of any fuel gas and when mixed with an equal quantity of pure oxygen gives a flame estimated to be 6,300 degrees Fahrenheit. These facts make it the ideal fuel gas for autogenous welding.

While many prefer to generate their own acetylene gas by using a suitable generator, this is not always economical or very satisfactory for the following reasons. Calcium carbide is made by melting lime and coke (a form of carbon), or anthracite together in an electric furnace. It is, however, impossible to obtain coke or anthracite that does not contain at least a small percentage of sulphur and phosphorus. These are retained as impurities in the calcium carbide and when acetylene gas is generated are retained in the gas as sulphuretted hydrogen and phosphoretted hydrogen, both of which impurities are injurious to metals, particularly iron and steel. Acetylene gas is always purified by extracting the sulphur and phosphorus from the acetylene by passing it through a suitable purifying material.

Applications of the Process.
The applications of autogenous welding are almost unlimited so that it would be futile to attempt to give a complete list of its uses. Most of the work done, however, is on steel and cast iron as these are the metals in most common use.

A weld on mild steel should be at least ninety per cent. efficient, that is to say, it should have almost the same tensile strength as the base metal and also be ductile. Some good welders can make welds which will average ninety-five per cent. of the strength of the plate and of very good ductility. A hard or brittle weld may have high tensile strength but be undesirable on account of its inability to stand bending without fracturing. This is an advantage that oxy-acetylene welding possesses over other methods of autogenous welding. There is nothing inherent in the process that makes the weld brittle if the welder understands the changes that take place in the metal during the welding process and controls his blowpipe to suit the conditions accordingly. The field for steel welding, therefore, is far-reaching and has replaced the riveted joint to a very great extent in sheet metal work. Welding has also largely replaced screwed joints in pipe and structural steel, building up parts

W. S. BAILEY & CO., LD.

(Continued from Page 1.)

The premises at Kowloon occupy an area of seven acres with a sea frontage of 750 feet, the firm having also acquired the adjoining land and godowns, etc., in view of future developments, and the whole property comprising over 12 acres with a sea frontage of 1,100 feet.

The various departments are excellently equipped and this is especially so in the machine shop which has some of the best tools of their kind in the world. In the foundry castings up to five tons can be made.

In 1921 the firm suffered a very heavy loss by fire which destroyed a large part of the premises, including the pattern shop and drawings, a store full of supplies incidental to the business, and the whole of the clerical office. The structures destroyed have since been made good and the firm, in spite of the boycott, have almost as much work as they can handle.

Mr. Murphy retired in 1912 when the firm was formed into a limited liability company, of which the permanent managing director is Mr. W. S. Bailey.

COMPANY OF SHIPWRIGHTS.

At the last court of the Worshipful Company of Shipwrights the Lord Mayor (Sir George Rowland Blades, Bart., M.P.), was installed as master for the current year by Sir John Biles, K.C.I.E., the senior past-master, because the retiring master (Mr. Walter Ruchman, M.P.) was not able to be present. Captain J. Bell White will act as deputy-master during the Lord Mayor's term of office. A past-master's badge and a cordial vote of thanks were accorded to the retiring master for his valuable services to the Company during his year of office. Sir Andrew R. Duncan and Mr. Walter Pollock, M.I.N.A., were elected to the freedom and livery of the Company. The hon. freedom of the Company was presented to Mr. Bernard F. Gribble, marine painter to the Company. Sir Rowland has no association with shipping (beyond being admiral of the Port of London), but his European commercial interests are very extensive, and he is a famous printer.

deficient through wear, welding broken pieces of machinery and other similar work is everyday practice with the oxy-acetylene process.

A weld on cast iron is often at least equal in strength and other qualities to the base metal itself. Frequently the weld is better because, although itself cast metal, it is made with superior material and under more ideal conditions and therefore surpassing in quality and texture many iron castings. It has been said, and very probably correctly, that over eighty per cent. of repairs by oxy-acetylene welding are on cast iron, so that the field for this work is very large.

Shipbuilding & Engineering Supplement

Special Shipbuilding & Engineering Number showing facts of the leading Companies

CHINA MAIL, HONG KONG, SATURDAY, JUNE 25, 1927.

KOWLOON DOCKS.

HONG KONG & WHAMPOA DOCK CO., LTD.

On July 1, 1863, the present designation of this Company was assumed. Under a deed of settlement, Mr. (later Sir) Thomas Sutherland, then Agent for the P. & O. Co. in Hong Kong, was appointed Chairman, and Mr. Douglas Laiprak of the Douglas Steamship Co., Secretary. They took over the Couper Dock and the Lockport Dock at Whampoa from Mr. J. C. Couper on behalf of the Company for the sum of \$140,000, and the stock of these establishments for about \$35,000.

In 1865, the Company concluded negotiations with Mr. John Lamont for the purchase of his property at Aberdeen, comprising the Lamont Dock then in working order, and the Hope Dock then in course of construction, together with the workshops, machines, etc.

On October 11, 1866, the Hong Kong and Whampoa Dock Co., Ltd., was registered under the Companies Ordinance, to take over the affairs of the original Company with a share capital of \$750,000.

The Hope Dock was opened in June, 1867, by the then Governor of Hong Kong, Sir R. G. Macdonnell, and for a number of years was largely used for docking ships of Her Majesty's Navy and other large vessels.

In March, 1870, an amalgamation was made with the Union Dock Co. which possessed the

property at Kowloon on which the present Nos. 2 and 3 Docks are situated, and the capital of the Company was increased to \$1,000,000.

In January, 1877, the properties at Whampoa, not being found to be remunerative, were sold to the Chinese Government on the condition that no vessel of any other nationality than Chinese should be docked there.

The two patent slips belonging to Captain Sands were purchased in August, 1877, for \$150,000, and were subsequently removed to Kowloon Docks where they are still doing good work.

In December, 1880, the Company purchased from the Cosmopolitan Dock Co. the whole of the property, plant, etc., including the goodwill of that Company for \$400,000, the stock-in-trade and steam launches being taken over at a valuation. The capital of the Dock Company was raised to \$1,250,000. In the same year a difficulty arose owing to low tides, in placing H.M.S. "Audacious" in the Hope Dock, and as the British Admiralty were contemplating the necessity of sending out a larger class of vessel to the China Station, the Commander-in-Chief, Admiral Wiles, was instructed to see what could be done to provide increased facilities for docking the largest vessels of Her Majesty's Navy.

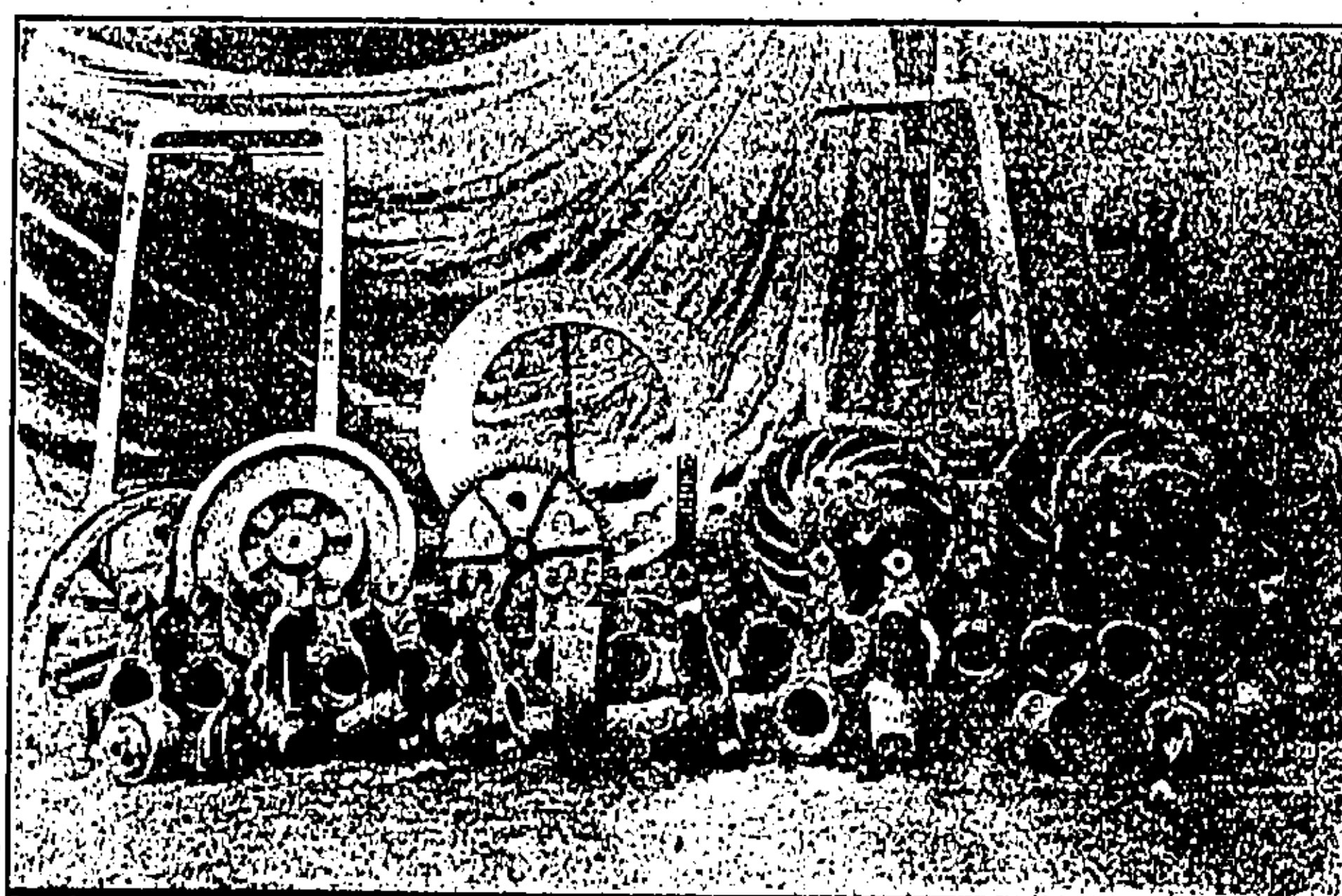
The result was that in 1882, construction of the present No. 1 Dock at Kowloon was started and was completed in 1883. It cost over \$1,000,000, of which \$250,000 was granted by the British Government in return for

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON AND BRASS FOUNDERS, FORGE MASTERS, ELECTRICIANS.



STEEL CASTINGS.

MADE AT THE COMPANY'S KOWLOON DOCKYARD.

The Company is capable of turning out Castings up to 15 tons.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

TAIKOO DOCK.

MODERN AND RAPID CONSTRUCTION.

The establishment of the Taikoo Dockyard and Engineering Company of Hong Kong, Limited, covering an area of 55 acres, is situated on the Island of Hong Kong, just inside the Lyemun Pass—the northern and deeper entrance to the Harbour—the position being convenient to the City of Victoria. The Works have been planned and equipped throughout with all the requirements necessary for the most modern and rapid ship and marine engine construction and repairs, and for overhauling all types of vessels, including warships, both in dry dock and on slipways. All classes of constructional and general engineering work are also undertaken.

The rapid handling of repairs has been made a special feature, and the Dockyard is capable of executing such on the largest sized vessels with the utmost despatch.

The work is carried on under the supervision of a large staff of Europeans.

Dry Dock.

The granite dry dock, constructed to British Admiralty requirements, is most conveniently placed for the full and free manoeuvring of ships prior to docking, being well clear of any congestion of shipping in the Harbour, and with an entrance free from all strong currents.

Its dimensions are:—
787 ft. 0 in. Extreme Length.
750 ft. 0 in. on the Blocks.
120 ft. 0 in. Width at Copping.
88 ft. 0 in. Width of Entrance at Top.
81 ft. 10 in. Width of Entrance at Bottom.
34 ft. 6 in. Depth of Water over centre of Sill at H.W.O.S.T.
31 ft. 0 in. Depth of Water

over sides of Sill at H.W.O.S.T.

The centre of the sill is 4 ft. 0 in. above the bottom of the Dock.

The caisson is of the box sliding type, weighs 400 tons, is electrically driven, and can be hauled across the sill to its chamber in 4½ minutes.

The Dock can be filled in 45 minutes, and the pumping plant consists of two powerful centrifugal pumps which are together capable of pumping out the dock, without any vessel in it, and with 34 ft. 6 in. depth of water on the sill, in less than three hours.

Railway tracks run on both sides of the dock, with travelling cranes up to 20 tons' lifting capacity.

Slipways.

No. 1 Slipway.—1,030 ft. long x 80 ft. wide, length of cradle 270 ft.—is capable of taking up steamers 325 ft. long, drawing 18 ft., and of 3,000 tons displacement. Such a vessel can be hauled up in about 45 minutes—smaller steamers in proportionately less time.

Draft on keel blocks, at H.W.O.S.T., 15 ft. 4 in. forward, 25 ft. 0 in. aft.

Depth of water at Entrance 28 ft. 6 in. H.W.O.S.T.

Length of slip above high water 437 ft. 0 in. on rail level.

Length of slip above low water 535 ft. 0 in. on rail level.

No. 2 and No. 3 Slipways.—each 993½ ft. long by 60 ft. wide, length of cradle, 250 ft.—are each capable of taking steamers 300 ft. long, drawing 17 ft. and of 2,000 tons displacement. Such a vessel can be hauled up in 30 minutes.

Draft on keel blocks at H.W.O.S.T., 15 ft. 4 in. forward, 24 ft. 0 in. aft.

Depth of water at Entrance 27 ft. 6 in. H.W.O.S.T.

Length of slip above high water 405 ft. in. on rail level.

Length of slip above low water 501 ft. 0 in. on rail level.

The cradles of all three slipways are of Morton's patent type, with swinging bilge arms, and are hauled by wire cables, which work on drums electrically driven, the hauling gear being operated by two sets of electric motors of 225 B.H.P. each.

The cable for the No. 1 Slipway is 13¼ in. circumference, whilst the No. 2 and No. 3 Slipways cables are each 12 in. circumference.

Steel pierheads give a fair lead to ships entering all three slips. Motive Power.—The motive power for the whole establishment is supplied from a central electric station, direct current being supplied through a sub-station to all machines at 250 volts—the maximum supply being 3,000 K.Ws.

Building Yard.—The building slips cover an area measuring 550 ft. long by 600 ft. wide, and are fully equipped for every description of constructional work.

Conveniently grouped round the building yard are the platers' shops and sheds, moulding lofts, carpenters' and joiners' shops, saw mill, etc.

Main Workshops.

The main workshops cover six acres of ground, and comprise erecting shops, heavy and light machine shops, boiler shop, forge and smithy, iron and brass foundries, coppersmiths' shop, etc.

The machine shops are equipped with the latest type of machine tools for building and repairing engines up to the largest sizes; there is also a complete equipment of machines and tools for building both "Parsons" and "Brown Curtis" turbines, which this Company build under special licence from Messrs. Parsons.

The larger machines in the machine shop include a shafting

Continued at foot of next column.

priority of entrance for 20 years. It was considered at that time, second to none in any part of the world for design, finish and facilities for docking.

In 1886 the capital of the Company was increased to \$1,562,500 divided into 12,500 shares of \$125 each fully paid. The capital of the Company was again raised in 1901 to \$2,500,000, divided into 50,000 shares of \$50 each fully paid.

In 1915 the capital was increased to \$3,000,000 by the issue of 50,000 shares of \$10 each, and at the same time, Debentures of 6 per cent. were issued to the extent of \$1,000,000.

In common with many other places in the Empire, Hong Kong was given its greatest task during the period of the war. It was then that this establishment was able to show what really could be done in the way of shipbuilding, engineering, converting, reconditioning and repairing.

From this date onward the business of the Company considerably increased. New land was purchased from the Government, and three building borths were put down, and a new shipbuilding yard built on the east of the old yard. The plant was extensively overhauled, and at the present time, the yard is complete with all modern shipbuilding machines, the Company being capable of turning out steamers of 800 ft. and over. It was from this yard that three of four large oil tankers (each 8,400 tons) were launched in

1921, these being to the order of the Anglo-Saxon Petroleum Ltd. A year or two previous to this, the West Yard was employed, and as many as 20 ships, side by side, could be under various stages of construction.

The policy of progress and extension is fully evident at this present moment, when the Company is spending no less a sum than \$5,000,000 in extending its properties and preparing them for the future. The present No. 1 Dock, which is 700 feet long by 80 feet wide, is already too small to fully cope with every demand. The Company therefore, are completing arrangements for the construction of a new dock, whose dimensions 1,200 ft. x 120 ft. will fill every requirement for many years to come.

New Graving Dock.

The following is a brief description of the new graving dock:—

Proposed length inside 1,200 ft.
Proposed length inside divided into two docks by a sliding caisson, giving length to outer dock 470 ft. and inner dock 710 ft.
Length from floorhead to inside of caisson 1,200 ft. 0 in.
Length of inner portion from inside of caisson 710 " 0 "
Length of outer portion from inside of caisson 470 " 0 "
Breadth of entrance at coping 120 " 0 "
Breadth of entrance at sill level 120 " 0 "
Breadth of dock at coping 158 " 0 "
Breadth of dock at level of top of keel blocks 121 " 0 "
Depth of water over sill (O.H.W.) ordinary spring tides 45 " 6 "
Depth of water over sill (O.L.W.) ordinary spring tides 37 " 6 "
Depth of water over sill as mean sea level (i.e. 4 ft. above Admiralty datum) 40 " 0 "
Height of keel blocks over sill Level with sill.

W. S. BAILEY & CO.,

LIMITED.

ENGINEERS, SHIPBUILDERS
and
REPAIRERS

Designers & Builders of Tugboats, Barges, Fast Steam Launches & Yachts, Ferry Boats & Passenger or Cargo Vessels up to 250 feet; Roofs, Bridges and Constructional Steel Work.

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Hidden away in Kowloon Bay, the premises of Messrs. W. S. Bailey & Co., Ltd., are not among the establishments in Hong Kong with which residents in, or visitors to, the Colony become readily familiar; but, though not located in a prominent position in the busy and beautiful harbour their situation is admirable in every way for the wide range of skilled activities with which they have been associated since the formation of the business in 1899 by the Managing Director, Mr. W. S. Bailey. This well known gentleman was born in Dublin, and served his apprenticeship with the Australian Steam Navigation Company of Sydney, New South Wales. Arriving at Hong Kong in 1890, he joined the Hong Kong, Canton & Macao Steamboat Company, Ltd., on whose vessels he served until starting in business for himself. Three years later he took into partnership Mr. E. O. Murphy, Chief Engineer of the R.M.S. "Empress of Japan," and the firm was then known as Bailey & Murphy.

Soon after commencing their business the firm received an order for the building of the Canton river steamer "Chow Chow" (now the "Kwong-sai") of 1400 tons gross and 200 feet in length, which was completed in 14 months, and was, up to that date,

said to be the largest steel vessel built in the Colony. The following year (1903) the firm were given a repeat order by the same company for the construction of a similar steel twin screw steamer, the "Kwong Tung," of the same dimensions, and which they completed in twelve months. Thus did the business rapidly develop, employing as many as 3,000 men at one time and having under construction as many as 22 motor and steam launches, tug boats, yachts, and lighters, which are the types in which Messrs. Bailey & Co., Ltd., specialise with marked success, and of which they have designed and built many hundreds, being in this line unsurpassed by any contemporaries in the East. The firm can build vessels up to 250 feet in length and also excel as ship repairers. They have lately reconstructed the steamer "Hidning," of the Douglas Steamship Co., Ltd., and have now under reconstruction the steamer "Nagasaki" (formerly "Burrumbett") together with harbour repairs and general work.

As constructional engineers Messrs. W. S. Bailey & Co., have erected many large oil tanks and a steel godown for the Standard Oil Co. of New York, 50 large moving buoys in one order for the Manila Government, and have this year completed a large extension of the Macao Factory of the Green Island Cement Co., Ltd.; this work occupying a period of nearly three years.

(Continued on Page 2.)

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able to machine shafts up to 60 feet long, and swing 5 feet in diameter, one chuck and centre lathe able to swing up to 13 feet diameter, also one horizontal and vertical planing machine able to plane 20 feet horizontally and 18 feet vertically. In addition to these very large machines, the Shop is well equipped with lathes, boring machines, etc., suitable for all classes of marine and land work.

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Quay Wall.—The quay wall, built of concrete blocks, is 3,200 ft. long. For the greater part of its length there is 40 feet depth of water H.W.O.S.T., enabling ships of any size to berth alongside when required at all states of the tide.

Situated at a convenient point on the wall is an electric crane, capable of lifting 100 tons at 70 ft. radius, and smaller weights at a larger radius. Wagon and crane roads run along the quay, with 20-ton and other lighter travelling cranes available to deal with loads at any point thereon.

Towage and Launch Services.—Powerful steam tugs attend when required upon all steamers using the yards, and are available for service further afield, by special arrangement. There are also numerous steam launches for the carriage of workmen and materials to vessels in the harbour.

The twin-screw salvage tug "Taikoo" (1,500 H.P.) is equipped with powerful fixed steam-driven salvage pumps and portable oil-driven pumps, also heavy lifting gear suitable for undertaking salvage work of any kind at short notice. The vessel has also a large hold in which all the necessary gear for salvage work can be carried. Portable salvage pumps, boilers, diver's pumps and gear, are always kept ready for immediate despatch.

A European diver, skilled in salvage work, is always available.

TRADE PACT.

FRANCE AND GERMANY
DISAGREE.

AGREEMENT NOT RENEWED.

Berlin, June 24. The provisional Franco-German commercial agreement lapses on June 30 and there is no prospect of its renewal because the French Chamber of Deputies cannot adopt the French customs tariff before the end of the year, and Germany refuses to prolong the existing agreement for a further six months.

The French Government has refused the German offer to conclude a new provisional agreement up to the date of the enactment of the French customs tariff. It is emphasised here that there will be no trade war and the Franco-German steel pact is not affected.—Reuter.

Political Differences.

Paris, June 24. Dr. Stresemann's speech cabled yesterday leaves the majority of French Political opinion unconvinced, and the fundamental gulf between the French and German interpretation of the Locarno pact remains unbridged.

France holds that the Locarno pact is a free contract involving no obligation to modify the treaty of Versailles, any softening of which remains a gift of the Allies only to be conceded to Germany for a counter concession.—Reuter.

[Yesterday's cables stated:—The speech of M. Poincaré, Premier of France, on June 19 at the unveiling of the War Memorial at Lunenburg when he cited instances of alleged militarism by Germany, received a vigorous reply by Dr. Stresemann, German Foreign Minister, in the Reichstag. "What is M. Poincaré's aim—the Ruhr policy or the Locarno policy?" demanded Dr. Stresemann. "One or the other is possible, but not both. We only want the restoration of German sovereignty. We want to be peaceful but free." Dr. Stresemann declared that Germany's disarmament "unto nakedness" with the guarantees supplied at Locarno were the utmost that could be offered as regards security.]

TRAGIC RACE.

FAMOUS PILOT BURNT TO
CINDERS.

TWO MACHINES COLLIDE.

London, June 6. The Whiteside Flying Meeting at Bournemouth was marked by a terrible tragedy.

Aeroplane piloted respectively by the well-known aviator, Squadron Leader Longton, who recently figured prominently in the public eye owing to a farmer firing on his aeroplane, and a civil pilot, Mr. Openshaw, collided in mid-air and crashed, the machines bursting into flames.

Longton was burnt to cinders, and Openshaw died of injuries.

Wives Present.

London, June 6. The aeroplane collision at the flying meeting at Bournemouth was witnessed by the wives of both the victims.

Openshaw was flying in the machine in which he spent his honeymoon seven weeks ago.

Longton was second in the penultimate lap of a race, and his wife, from the grandstand, waved him encouragement.

Openshaw was fifth, but was picking up speed rapidly, when two machines collided at a turning point and fell like stones.

DIPHTHERIA.

BIG ADVANCES IN RECENT
RESEARCH.

"Diphtheria, with its persistent high incidence and mortality, has for too long constituted a grave menace to the community, and particularly to the child population of London," states a report on "The Prevention of Diphtheria," by Dr. Graham Forbes, which was issued by the Medical Research Council. The report, which was originally prepared from information supplied by the Public Health Council, is a comprehensive survey of the methods of diphtheria prevention which have been practised upon a large scale for the past ten years in America, and to a much less though growing extent in Great Britain.

"It may be stated," says Dr. Forbes, "that the evidence which has now steadily accumulated in America, and is forthcoming on a more limited scale, from the work done in Great Britain, appears sufficiently convincing to justify the experienced opinions of all who have devoted much study to the problem, and hold that the Schick test and immunisation constitute one of the most notable advances to the sphere of preventive medicine. Furthermore, there is now very little doubt that their systematic adoption would result in a great yearly saving of child-life, notably

TRUNK MURDER.

BLOODSTAINED MATCH AS A
CLUE.

SOLVING A MYSTERY.

London, June 8. A blood-stained match stick found by detectives in a waste-paper basket in Robinson's room in Rochester Row led to Robinson's arrest, according to the police evidence in the Westminster Police Court on the resumption of the trunk case.

The case was adjourned until June 15.

[Earlier messages stated:—London, May 24.—Crowds besieged the vicinity of the Westminster Police Court to-day when John Robinson, aged 36, was charged with the murder of Mrs. Bonati. People, while waiting in the hope of obtaining admission to the Court, gazed at the premises opposite where the accused recently transacted business as an estate transfer agent, and where the alleged murder was committed. The police evidence showed that a statement was taken from Robinson on May 19 by Scotland Yard. In the course of the police investigations, Robinson was taken back to Scotland Yard from his lodgings in Kennington yesterday morning, when he told the Chief Inspector that he met the woman at Victoria Station and took her up to his office and (sic) had done it and cut her up. Robinson thereafter signed a statement, in consequence of which the police searched under a may tree on Clapham Common and found a large knife.]

[London, June 1.—Upon the resumption of the "trunk case" at the Westminster Police Court, the Crown Counsel read extracts from Robinson's written statement to the police, declaring that the woman accosted him on May 23, accompanied him to his office, and abusively demanded money. They quarrelled and she bent down as if to pick up something from the fireplace. Robinson struck her, and she fell out, and returned next day, when he found that she was dead. He cut up the body, packed the pieces into parcels, and finished the job quickly before dinner.]

NIGHT ATTACK.

TRIBAL UNREST ON INDIAN
FRONTIER.

HOSTILE FORCES REPULSED.

Simla, June 8. Tribal unrest, which has been simmering among the Upper Mohmand clans for some time past, over the question of interference by certain Upper Mohmand Mullahs among the protected clans in the Peshawar District border, came to a head recently, in a night attack on friendly tribesmen holding blockhouses in the vicinity of the Ahabkadar and Michail Posts.

The attack was repulsed and a hostile lashkar (army) which remained in the vicinity was effectively bombed by the R. A. F. Northern Command.

It is not clear whether the consequent dispersal is temporary or permanent, but the Mohmand Border Posts are fully prepared for all contingencies.

IMMIGRATION.

SUGGESTION TO RAISE BRITISH
QUOTAS.

New York, June 24. The Chamber of Commerce of New York State has passed a resolution urging that the immigration quotas based on national origins, which was provided for in the Immigration Act of 1924, and which congress temporarily suspended, shall be enforced on July 1, 1928. The effect will be to raise the quota assigned to Britain and Northern Ireland from 24,007 to 73,030 and reduce the quotas of most other countries.—Reuter's American Service.

If a woman wishes to be a 'giddy goose' she can be just as giddy at one and thirty as she can at one and twenty.—Mrs. Stanley Baldwin.

In London, where, though diphtheria has been more generally prevalent and presents a more pressing and difficult problem than in the provinces, no co-ordinated effort has been made to introduce immunisation. Reduction in the incidence of the disease would also lighten very materially the burden on the ratepayers of the present heavy expenditure incurred in the existing system of notification, removal, disinfection, isolation, and hospital treatment.

SAID WITH EGGS.

WILD ELECTION SCENES IN
IRELAND.

MINISTERS' ADVENTURES.

London, June 6. Election eggs did their fell work in Ireland during the week-end at Ministerial electioneering meetings, which represented the "final spurt" of the campaign.

A meeting at Kerry addressed by Mr. Finian Lynch, Minister for Fisheries, developed into a fierce free fight, which the Civic Guards quelled with truncheons.

A shower of eggs assailed Mr. Edmund Duggan, Parliamentary Secretary to the Minister for Finance, while speaking at Athboy, Meath.

But the uproariousness reached its climax at a Dublin meeting addressed by Mr. Kevin O'Higgins, the Minister for Justice, whose references to the Civil War started a fight in the large audience, the combatants refusing to desist.

Several egg-throwers were arrested.

Stampede at Meeting.

London, June 6. A certain amount of liveliness was in evidence at an election meeting at Monaghan, where the Finance Minister, Mr. Ernest Blythe, is seeking re-election.

The Civic Guards charged with batons, and removed a Republican interrupter. A stampede ensued, in which several persons were knocked down and injured.

TITLED LADY KILLED

TERRIBLE MOTOR CRASH AT
HOME.

London, June 8.

Lady Orammore and Browne was killed, and Lord Orammore and Browne and his lady secretary seriously injured in a collision between their motor car and a motor bus near Tunbridge Wells.

The late Lady Orammore and Browne, wife of Geoffrey Henry Browne, 3rd Bt., was married in 1911, and was formerly Lady Olwen Verena Ponsonby, Lady of Grace of St. John of Jerusalem, eldest daughter of the 8th Earl of Bessborough. Lord Orammore and Browne was a Member of the Irish Convention 1917-18 and was elected a Senator for Southern Ireland in 1921. He is a Representative Peer for Ireland.]

GOLD RUSH AT CHESTER.

London, June 8. The inhabitants of Chester participated in a gold rush, following a boy's discovery of gold coins in the bed of a canal which traverses the town, which had been temporarily towed.

The boy did know that they were sovereigns, but his neighbours, learning of the discovery, rushed to the spot, armed with knives and forks, and coins to the value of £200 were dug out, some searchers unearthing as many as 20 sovereigns.

The mystery is explained by the fact that a half-burned mattress belonging to a deceased woman, who apparently used it for hoarding gold, recently was thrown into the canal.

WATCHING OVER MUSSOLINI.

Rome, May 12. Mussolini, for all his courage, no longer takes chances with his life.

Plain clothes detectives, stationed only a few feet from each other on either side of the street, wait and watch when the Dictator walks or rides through the streets of Rome. This is one of the most striking aspects of the protective measures lately enforced on his behalf.

The Duce no longer permits himself the pleasure of strolling unaccompanied through the city without notifying the police. The authorities now know beforehand all his contemplated movements and arrange elaborate protection for him.

"REDS" IN HOLLAND.

Amsterdam, June 24. The examination of the documents seized by the police has not yet been completed but it is understood that a close relationship, principally of a financial character, has already been established between the leaders of the Indonesian movement in Holland and Moscow.

The question of proceeding against those concerned is to be considered later.—Reuter.

RUSSIAN FLOODS.

Moscow, June 24. Heavy rains have damaged the trans-Balkal railway in several places. Near Irkutsk the tracks have been washed out and the stations and bridges destroyed. Traffic and the telegraphs are interrupted.

The Angara and Irkut rivers are flooded. Urgent measures have been adopted.—Reuter.

GREEK BOMB PLOT MYTH.

Athens, June 24. The Kavadas revelations of a plot were apparently a myth, designed to extort gratitude money from the Greek Government and the Italian Legation. Nothing was found in the houses of the men Kavadas denounced but dynamite fuses were found in the lodgings of Kavadas, who was arrested.—Reuter.

KIPLING POEMS.

ONE OF THE MOST VALUABLE
BOOKS.

SALE OF 'SCHOOLBOY LYRICS.'

London, June 10. One of the most valuable English books published during the last century is Kipling's "Schoolboy Lyrics," a copy of which has been privately sold in London for £420.

The lyrics were printed by the "Civil and Military Gazette" Press, Lahore, in 1881, the edition being limited to 50 copies.

THIS AMUSING LIFE.

POINTS IN A KEEN LONDON
DEBATE.

NO REASON TO BE BORED.

Is amusement a bore? Naturally Mr. George Grossmith does not think so, and he made out a very good case in a debate he had with Mr. Beverley Nichols, at the London School of Economics, in aid of King Edward's Hospital Fund for London.

Mr. Grossmith insisted that amusement could never bore for the simple reason that, if it ceased to amuse it ceased to be amusement. The value of amusement was recognised during the war, when the Germans refused to allow their great entertainers to join up and when our own theatres boomed. No longer did the lawyer or business man work in a dingy office, but in a comfortably-furnished, cheerful room. Even dentists' waiting-rooms and surgeries were not so boring as of yore. The dentist himself might bore, but he tried to be entertaining. One saw the change going on on all hands: in advertisements, in the streets, on the railways, in the magazines, the revision of the Prayer Book, and in the framing of the Budget. The princes of commerce entertained us with their brilliant conceptions of window-dressing, and no longer were goods sold under the aegis of a gentleman in a frock coat and wearing side whiskers. Now they were displayed in an attractive manner by experts, artists, sportsmen, dress designers, engineers, journalists, young men and women from the universities and Debrett, and even by men and women from his own calling. In the Victorian days at the Adelphi and the Lyceum people were amused at the tragedy; now they were amused by the tragedy. He well recollected a play entitled "All for Her," in which there appeared a huge gorilla. In a great scene in the third act the heroine came on in a white dress and her hair hanging down her back, and stood in the centre of the stage with a spotlight on her. At the heroine's exclamation, "Oh, my God, what shaming do!" and voice in the gallery replied, "Offer him a nut, miss." (Laughter). Now we had the real combination of tragedy and farce, the real thrill of fear followed by the genuine shriek of laughter. Our whole life was surfeited with amusement from the time we got up, and if we did not wish to go to bed there were cabarets and night clubs where any girl could take her mother or any curate could take his bishop. How much better was this than the old custom of "At Homes," whilst for the mature, Hurlingham for the few, polkas, the opera, concerts—now almost defunct—long and deadly dinner-parties and conversations, where at least, there was conversation, the only art that had departed and that was mourned.

Mr. Beverley Nichols said Mr. Grossmith had drawn a vision of life as a perpetual musical comedy, and had pointed with glee to the havoc that amusement had wrought in the daily life of the country. Personally, he had no objection to amusement as such between the four walls of a theatre, but he objected to it when it intruded into daily life. Once he went to one of the big stores to buy a tennis racket, and had to remain in the "cursed shop" for two hours simply because they wanted to amuse him. (Laughter). The shop was nothing more than a glorified music hall. In order to buy the racket he had to traverse an artificial lawn and approach a very haughty professional. That was typical. At the seaside we were not allowed to listen to the waves, but were compelled to listen to dreary comedians. Recently in a restaurant he found the menu contained no reference to food, but told him all about the Tootsie Sisters, and contained a photograph of two people in very little clothing. He blushed, and put the photograph in his pocket—lest anyone else should see it. (Laughter). When his food arrived, dancing had begun, the lights were turned down, and a horribly muscular young man and woman twirled round until he felt so ill that he went out and finished his dinner at a coffee stall.

The chair was occupied by Major J. H. Belth ("Jan Hay"), who announced that the next discussion was on May 24, when the question "Are Women Fit Companions for Men?" would be debated by Lady Rhonda and Mr. St. John Ervine. The chair would be occupied by Miss Edith Evans.

RED TAPE.

SLASHING ATTACK ON AIR
MINISTRY.

DEVELOPMENT STRANGLING.

London, June 9. The "Westminster Gazette" slashing attacks the Air Ministry, declaring that red tape is strangling development.

"Under Officialdom's grand-motherly regulations, both Captain Lindbergh's and Mr. C. D. Chamberlain's machines would have been refused Airworthiness Certificates in Great Britain," it states.

"While America, Germany and other leading countries are encouraging business men and others to fly, here there is little or nothing done."

"Imperial Airways, Ltd., have magnificent machines, with a greater factor of safety than any other in the world, and their pilots are the best in the world. But these things are not advertised; they are kept a profound secret from the public, who are allowed to be terrified by the numerous accidents of R.A.F. pilots practising dangerous war manoeuvres into the belief that all flying is dangerous, whereas Imperial Airways, Ltd., daily are transporting passengers without any untoward incident of any kind."

"Unimaginative."

London, June 9. Colonel the Master of Semphill, who headed the Air Missions to Japan and Greece, interviewed, declared that the result of Great Britain's shortsighted, unimaginative air policy was now being reaped.

WARSHIPS IN PORT.

North Wall Basin, Delhi; South Wall, Ladybird; East Wall, Marazion, Cicala and Subs. L.15 and L.19; North Arm, Curlew; West Wall Dock, Wishart and Wolverine; In Dock, Wanderer and Subs. L.2 and L.3; Talkoo Dock, Foxglove; Buoy 1, Hermes; Buoy 5, Hawkins; Buoy 7, Caradoc; Buoy 8, Titania; Buoy 11, Aphis; Buoy 12, Bluebell; Buoy 18, Ruthenia; Buoy 25, Kharki; Buoy 2A, Maine; Kowloon Anchorage, Fort; Foreign Men-o-War, Patria (Portuguese) and Argus (French).

Weighing only one and a half pounds at birth a month ago, a baby girl of Wembley has gained a quarter of a pound since. She is stated to be the smallest baby on record. A London hospital offered to rear her in an incubator, but the mother has decided to persevere with the task herself. Wrapped in cotton wool soaked in olive oil and placed near a fire, the child is fed from a spoon every hour.

Shadows Before.

COMING EVENTS ANNOUNCED
IN THE "MAIL."

Entertainments.

June 25—Queen's Theatre; "The Flag Lieutenant."

June 25—World Theatre; "Heritage of the Desert."

June 25—Star Theatre; "Prisoners of the Storm."

June 25—Tea Dance, Cafe Restaurant Parisien, 4.30 p.m.

June 25—Isako's Circus, New Reclamation Ground, Praya East, Wanchai 9.15 p.m., Matinee, 4 p.m.

June 25—Concert at "Cheero," Chater Road.

June 25—Grand Promenade Concert at Lee Gardens, 9.30 p.m.

June 25—After Dinner Dance 8.30-10.30 p.m.

Sport.

June 25—Fifth extra race meeting of the Hong Kong Jockey Club, Happy Valley.

Lammert's Auctions.

June 28—Valuable household furniture, etc., Sales Room, 2.30 p.m.

Meetings.

June 25—Combined meeting of members of the (H.K. branch) China Coast Officers Guild & Marine Engineers' guild of China, 67, Des Voeux Road Ctl., 10.30 a.m.

June 29—Sixth yearly meeting of shareholders of the Hong Kong Amusements, Ltd., at Queen's Theatre, Queen's Road, Central, noon; extraordinary meeting at 12.15 p.m.

Miscellaneous.

June 25—Opening performance of Lano Crawford's new Orchestra under the direction of Miss Violet Andrews, during dinner.

June 26—Social gathering in St. John's Cathedral Hall, 6 p.m.

June 28—Lantern lecture by Dr. Osma at St. Peter's Club, 8.30 p.m.

NOTICE.

THE HONG KONG LAND
INVESTMENT & AGENCY
CO., LTD.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the above named Company has this day transferred its Office to 3, CHATER ROAD (Queen's Building, 3rd Floor). Hong Kong, 27th June, 1927.

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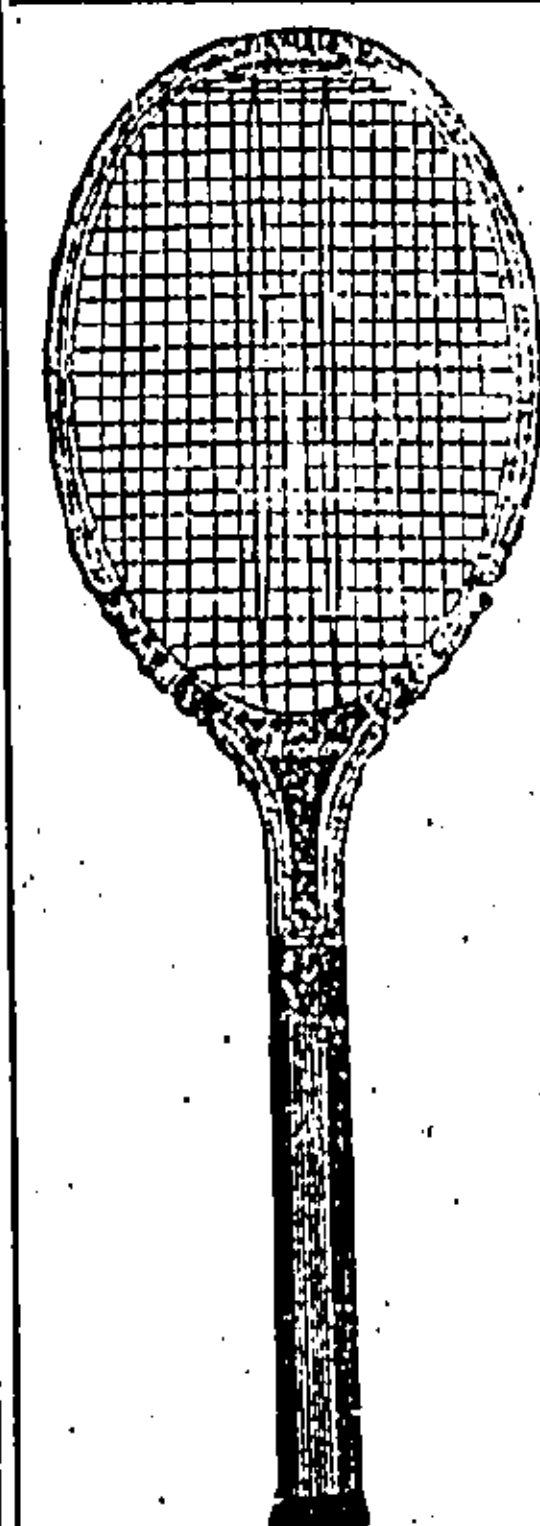
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For Nervous Breakdowns and Chronic Weakness.
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COMMENCING TUESDAY

June 28th, 8.30 p.m. to 10.30 p.m.

AFTER DINNER DANCE

LEE GARDENS

(Coolest dancing hall in town)

Every Tuesday, Thursday and Sunday.

By kind permission of Com. F. Ratsey, R.N., H.M.S. "Titanic's" Melodians will be in attendance

Prof. C. THERESSES

and

Miss MARGUERITE SENOUR

The world famous exhibition dancers will appear as usual

By special request and convenience to the public the time for dancing has been changed to 8.30 p.m., commencing Tuesday, June 28th.

Admission:—Gentleman \$1 with one lady free; extra lady 50 cents, light refreshments included.

GRAND PROMENADE CONCERT SEASON

at the

LEE GARDENS

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(SCOTTISH RIFLES)

By kind permission of Lt. Col. F. B. Ferrers, D.S.O.
Commanding, and officers.

THE OPENING CONCERT

will be held on

SATURDAY, JUNE 25th, at 9.30 p.m.

A REAL MUSICAL TREAT IN AN
IDEAL SETTING

Admission:—\$1.50

SERVICE MEN IN UNIFORM HALF PRICE.

In the event of inclement weather the concert will be held in the Lee Theatre adjoining the Gardens.

LOCAL AND GENERAL NEWS.

The "hospital comforts" committee begs to acknowledge, with very many thanks, receipt of 5,000 cigarettes from the British-American Tobacco Company.

Ample seating accommodation has been arranged at the Lee Gardens for the first performance of the promenade concert season which opens there to-night under the patronage of H.E. the Governor, Sir Cecil Clementi, K.C.M.G. The band of the 1st Camerons has been engaged for the season and the charm of an air fresco entertainment given among such attractive surroundings is certain to attract large numbers to these spacious grounds.

After leaving Port Said passengers at the Australian Commonwealth liner "Esperance Bay" heard knocking and footsteps while sitting on a hatch, and they told the officers that the ship was haunted. Investigation revealed that an Egyptian stevedore had fallen asleep in a hold of Port Said, and had not wakened until the vessel was out at sea, whereupon he hammered frantically on the bulkheads.

According to a message from Melbourne, the Australian Prime Minister, Mr. S. M. Bruce has announced, in connection with the launching of the cruiser "Canberra" that, in view of the close association of the Duke of York with "Canberra," the Commonwealth Government has invited Princess Mary Viscountess Lascelles to perform the launching ceremony, and that her Royal Highness has consented to do so. The "Canberra" is the sister cruiser of the "Australia," which was launched last month at Clydebank, and is being built at the same yard.

More and more articles made of white gold are being seen, both in the jewellers' windows and on fashionable ladies. Many people assume that white gold is platinum, but I am told by a goldsmith that this is entirely erroneous, says a Glasgow writer. It is not commonly known that gold is marketed in four shades—white, red yellow and green—and that it is even possible to obtain intermediate shades for particular purposes. The notion that gold, to be genuine, must be of the same colour as a sovereign is apparently wrong, and it is possible to have genuine 18 carat gold in almost any shade.

According to a message from Scottsdale (Illinois), it is claimed that a new altitude record for free balloons has been established by Captain H. C. Gray, whose altimeter in an ascent there is stated to have shown a reading of approximately 41,000 ft. The previous record was 35,433 ft.



Dr. Hand Morensky, famous German geologist, who claims that he has discovered a new diamond field in South Africa. He states that the field is extraordinarily large.

Lecturing before the Royal Meteorological Society on his recent night to the East, Sir Samuel Hoare, Air Minister, said that on one occasion in India, when a certain air trip was about to be made, a telegram was sent to the native official in charge of a railway station on the line of route, asking for a full weather report. The reply was: "Weather conditions excellent. Every thing up to time. Express has just passed through two hours late." In passing along the shore of the Persian Gulf, calls were made where not a sign of vegetation was to be seen. At one place there was a cable station, and he was told that it was the practice to feed cows with the tape from the telegraph machines. He thought this was a joke, but when he mentioned it to the superintendent of the station, he said, "We feed tape to the cows when we have no fish to give them." (Laughter).

A friend who attended the annual meeting of a big company with world-wide interests, commented to me upon the disparity between shareholders and members of the typical city or town council, in at least one important respect, says a London journalist. In the latter he pointed out there are frequent complaints of the cost to the ratepayers of delegations to different places, with a view to seeing how certain things are done. On the other hand, this business meeting of strictly commercial men with no nonsense about them, heard with quite unrolled mien the statement that several of the directors had been on world tours. Although the precise cost of these trips was not mentioned it must have been considerable, yet no one even asked a question about it.

The social and commercial service rendered to the community by the system of monomarks is now to be enjoyed in Australia, where a Monomark Company has been formed, and is now operating. The prefixes to be used have been agreed with the parent British company as AUM/ in the case of private and AUCM/ in the case of Australian commercial monomarks. The monomark system there works in exactly the same way that it does at home, except that letters to monomarks are addressed AUCM/ (or AUM/), Melbourne, instead of BCM/ (or BM/), London, W.C. 1, as is the case of Britain. There is thus established the second of the international chain of monomark companies, which will in due course operate throughout the whole of the civilised world.

Mr. H. R. Oswald, the senior coroner for London, discussed the Coroners Act, which came into force at a Hammersmith inquest in mail week. In an interview subsequently, he said: "Inquests, which hitherto cost the ratepayers of the County of London about £25,000 a year, will, I estimate, work out at about twice that figure. There are various radical changes under the new Act which will bring about this increase. Doctors, who before were paid one inclusive fee for attending an inquest, will now get sums for every time they have to attend the adjournments. Juries will have to be paid to attend all accident cases, and many others, too, some of which are almost formal affairs. Of course, it is really too early yet to express any definite opinion whether the bill is a good measure of not; I shall have to see how it works."

SOCIAL AND PERSONAL NEWS.

Mr. William La Bart Sparrow has been appointed an Assistant Superintendent of Police.

According to a Reuter cable from Shanghai, Mr. William Turner, General Manager of Reuters in the Far East, has been unable to accept the invitation to join the British delegation at the forthcoming Pacific Conference to be held shortly at Honolulu.

The following additions to the Register of Medical Practitioners entitled to practise medicine in the Colony is published in the "Government Gazette":—Li Kuang-yu, Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hong Kong (1927); and Ma Wai-man, 3, Kennedy Road, Bachelor of Medicine and Bachelor of Surgery of the University of Hong Kong (1927).

Further details are available about the visit of King Fund of Egypt to London in July. After a three days' stay at Buckingham Palace from July 4 to 6, he will spend a fortnight at Eute House. After that he intends to make a complete tour of England, Manchester and Liverpool, with their interests in the cotton industry, will no doubt receive special attention during King Fund's tour. It is not yet known how large a suite will accompany him.

Sir Henry Wood, the conductor, broke a life-long promise by singing in public at the Musicians' Club dinner at the Great Central Hotel, Marylebone, N.W., and afterwards confessed that he was a much happier man for having done so. He warned his audience that a great singer who had made him promise never to sing in public had told him that he had a splendid voice for a conductor because it would go through a brick wall. In giving some of his earlier recollections, he wanted to give a true impression of the manner in which an air was sung by a vocal "barker" in a touring opera company. Sir Henry sang the first few lines of "In Happy Moments Day by Day."

Lord and Lady Wyfold in mail week celebrated the 50th anniversary of their wedding. The occasion was marked by a family reunion at their residence, Wyfold Court, near Reading. The estate employees were entertained at tea, and Lord Wyfold, replying to congratulations, said to Lady Wyfold he owed everything. She had given him a large family, and he took pleasure in recalling that in the hour of national peril all were ready to serve their country by land and sea. For fifty years, said Lord Wyfold, he had enjoyed his wife's happy companionship, her counsel, her criticism, and occasionally her much-deserved reproaches.

Colonel George Haven Putnam, the 93-years-old head of the New York and London publishing house of that name, who is now on his 61st visit to Britain, is famous in America as one of the oldest men actively engaged in business. He fought in the American Civil War and gained the rank of Colonel, by which title he is still known in the United States.



Admiral Paul Kondouriotis, President of Greece, who has presented his resignation as President of that country. He has agreed, however, to carry a provisional when requested to do so by Premier Kandydis. The President's action is attributed to the state of his health, although it is known that he has been disappointed over the delay of the coalition cabinet in settling vital questions.

One of the Prince of Wales's less-known roles is that of president of the Royal Household Bowling Club, whose excellent turf green is in the grounds of Windsor Castle. Few bowling clubs have such a distinguished list of vice-presidents. They include Lord Stamfordham, the Hon. Sir Derek Koppel, Colonel Clive Wigram, the Dean of Windsor, Captain Sir Charles Cust, Bart., and Lieut.-Colonel A. E. Erskine. The King takes a keen interest in the club. Indeed, his Majesty "put up" the first woods when he opened the green, and these are kept as mementoes of the occasion. The club has arranged a long list of fixtures, and among the visiting clubs is the Lord Chamberlain's Department from St. James's Palace.

Mr. Alfred Langton, of Hampstead, a great benefactor of London hospitals, died in London at the age of 86. Mr. Langton added to his many gifts to hospitals by taking an active part in their administration, and he was chairman of the Royal Free Hospital and also of the Hampstead General Hospital. His benefactions to London hospitals are said to have amounted to about £200,000.

The Nizam of Hyderabad has decided to send the Heir-Apparent and other Princes to be educated in England. Star officials will sail for England to make the necessary arrangements. This is the first occasion in the State's history in which Princes of the reigning house have been sent to England for this purpose, and the decision is believed to be connected with the recently introduced administrative reforms. The Nizam is one of India's richest native rulers, his income being estimated at about £500,000 a year. Last year he threatened to abdicate when the Indian Government demanded reforms in the administration of his State, but subsequently accepted the demands.

The Countess of Southesk, who has just been celebrating her fiftieth anniversary as a landowner, takes a warm personal interest in the young folks on her Aberdeenshire estate of Crimonno Gate—and in the adjacent towns and villages as well. The other afternoon she paid a visit to Peterhead and gave a stimulating send-off to the cafe chantant organised by the Girl Guides. The Countess takes an active part in the work of the Guide movement, and has been instrumental in bringing into existence quite a number of "troops" in the North of Scotland.

Mr. Maurice Mouvet, the world-famous dancer, died at the Savoy Hotel at Lausanne. His death is believed to be due to a broken romance, through the marriage of his former dancing partner, Miss Leonora Hughes, to an Argentine millionaire. In the years immediately following the war Mouvet was a popular figure at London's dance clubs and theatres. In February 1925 his equally famous partner, Miss Leonora Hughes, was married in New York, and in April last year he married his new dance partner, Miss Eleanor Ambrose, daughter of an American oil magnate. In 1922 Mr. Mouvet was taken so seriously ill with tuberculosis that his life was despaired of, but he made a remarkable recovery. In 1923 he was cited as co-respondent in a divorce case in London.

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Box 6 Persons \$12. Single Box Seat \$2

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Wednesday, Saturday & Sunday

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Children Half Price.

COME AND SEE

THE CIRCUS POST CARRIER PIGEONS

In commemoration of the visit of ISAKO'S CIRCUS to Hong Kong, free prizes will be given away. At every performance, our carrier pigeons will be let off in the centre of the ring and the persons on whom they alight will be the recipients of the following gifts:—

GOLD WATCHES, RINGS, BRACELETS

AND MANY OTHER VALUABLE AND USEFUL ARTICLES.

Cut and bring this slip to the circus ticket office and you will obtain your ticket at a special rate from 30 cts. up.

SPORTS SECTION

WEEK-END SPORT.

LOCAL AND HOMESIDE ACTIVITIES.

BIG CRICKET SCORES.

[By "Stalwart"]

The races, baseball, tennis, and lawn bowls comprise the sports for to-day, and although it is threatening to rain a little as I write, it looks as if the sun will prevail this afternoon and allow the programme to go its set course. Tomorrow there will be baseball and tennis, with an Army Club golf match of eight aside over the old Fanning course.

Rain is interfering with sport at home at present. At Wimbledon only the centre and the number one courts have been in a fit state for play, and most of the cricket matches that opened on Wednesday last have had to be abandoned. Despite wet wickets and small balls (if the teams are using them) some pretty heavy scores were put up in these matches, as witness the details published through to-day appearing in another column on this page.

Here are some of the big scores referred to above:—Lancashire's 413 against Middlesex, Surrey's 556 against Cambridge University, Hampshire's 521 for eight against Yorkshire, and Essex's 414 against Oxford University. These are single innings' scores, mind you.

"Baby Betty" Nuthall, the sixteen years-old British tennis player at Wimbledon, has provided the biggest surprise of the championships so far in defeating Mrs. Malloy. The American player said afterwards that she expected to lose. Perhaps she did, but the spectators did not, and neither did her youthful opponent. It is the women this year who are worthily carrying the British flag. So far as the singles go, our menfolk are just about eliminated. Three have to play, but they are up against top-notchers and are not expected to get into the last eight. As in the men's singles, we are experiencing bad luck in the draw for the women's singles. Mrs. Godfree getting up against Miss Colyer, and as was to be expected, beating her. The late Miss McKane, and present holder of the women's singles title, has to meet Miss Ryan in the next stage, and should win.

Tilden goes easily from match to match, and now has to dispose of Brugnon before he gets to the semi-final. Cochet is due to meet Hunter, and in this match we may get a surprise almost as sensational as that furnished by Miss Nuthall. Hunter, both in his singles games and his doubles play with Tilden, is putting up splendid tennis at present and is certainly a hard man to beat, being tremendously aggressive on the fore hand drive and volley.

Although we have not had it over the cables, I see that Tom Berry has been knocked out in the first minute by Frank Moody in a 20 rounds contest at Pontypool on June 4. This is certainly an unusual experience for "old Tom," as he was called, who could generally be relied upon to go 15 or 20 rounds with the best British and foreign heavies or light heavies and then win on points. Tom was heavyweight champion of England for years and lost the title the other month, if I remember rightly, to Phil Scott, the ex-fireman. I also see there has been a big tournament at Olympia, and that in 15 rounds set to Len Johnson beat Moore on points and Young Johnny Brown lost to Johnny Cuthbert over 12 rounds.

LOCAL FOOTBALL.

SCOTS GUARDS PLAY CHINESE.

There will be a friendly football match between the 2nd Bn. Scots Guards and the Hong Kong Chinese A.A. at Sookumpoo this afternoon at 5.30.

The H.C.A.A. are also arranging a series of friendly matches against the various regiments stationed here, and these matches will take place every Saturday at Sookumpoo at 5.30 p.m. The South China Command Sports Board, under whose jurisdiction these regiments are placed has consented to these matches as the Chinese players need strenuous practice in preparation for the Far Eastern Olympic Games which are to be held this year in Shanghai during August.

The H.C.A.A. team will consist of the following: Pau Ka-ping; Lau Mow, Lo Wai-man; Ho Choy-yin, Lum Yuk-ying (capt.), Ng Po-lau; Lee Bing-tong, Suen Kam-shun, Wong Pak-chong, Choy Ping-tan and Ng Kam-chuen.

TITANIA v. CAMERONIANS.

A keenly contested struggle is expected between football teams representing H.M.S. "Titania" and the 1st Cameronian's this afternoon. The game commences at 8.15 p.m. The band of the Cameronian will be in attendance.

TO-DAY'S RACES.

BACCARAT, LOCH RANNOCH AND UKELELE.

"STALWART'S" SELECTIONS.

Following are my selections for the fifth extra race meeting this afternoon:—

1. Customs H'cap "A": Shanghai Friend. Hon. Sin. Battle Eve.

1. Customs H'cap "B": Dragon Boat. Bright Eve. Tangle.

3. Customs H'cap "C": Bing Boy. King Alan. Pottenbush.

4. Sutton Stakes: Baccarat. King of Troy. Little Sit Tang.

5. Lead Nine H'cap "B": Dobbin. Mowgli. Barley grass.

6. Pineapple Plate: Loch Rannoch. September. Lilac.

7. Potomac Plate: Borderer. Yorks. District Call.

8. Lead Nine H'cap "A": Ukelele. San Diego. August.

HOME CRICKET.

RAIN STOPS MANY MATCHES.

KENT DEFEATED.

London, June 24.

Sussex at Horsham defeated Kent by 30 runs. Sussex scored 160, Beesley taking four wickets for 55, and 292 (Wensley 66, A. H. Gilligan 66). Kent made 250 (Hardinge 105), J. Parks taking five for 39, and 172 (Legge 60). Tate taking eight wickets for 68 runs.

Lancs. Leading.

There was no play in the other County matches to-day owing to rain, and all were abandoned with the position as follows:—Lancashire were leading on first innings' play against Middlesex at Lords.

Lancashire scored 413 (E. Tyldesley 101, Watson 115, Hallows 82, Makepeace 54). Middlesex made 319 (Enthoven 139).

Two Centuries.

Surrey were leading on the first innings at the Oval against Cambridge University.

Surrey scored 556 (Jardine 118, Shepherd 126, Peach 96), Irvine taking six wickets for 171. In their second innings Surrey had made 59 for one wicket.

Cambridge compiled 361 (Dawson 78, Seabrooke 71).

Hants' Big Score.

At Portsmouth Hampshire made 521 for eight against Yorkshire and declared (Brown 204, Mead 183).

Yorkshire secured 156 for three (Sutcliffe 59, Holmes 63 not out).

Dipper's Century.

Gloucester scored 240 at Derby against Derbyshire (Dipper 131). Derby replied with 139 for two (Storer 80 not out).

Warwick Leading.

Warwickshire were leading in first innings against Leicestershire at Birmingham when rain stopped play.

Warwick scored 240 (Bates 54, Wyatt 61) and 101 for three. Leicestershire made 144.

Hipkin Shines.

At Chelmsford Essex scored 414 (Cutmore 99, Russell 71, Hipkin 108), Serrurier taking five wickets for 103.

Oxford made 201 (Cozalet 66, Barber 56), Eastman took four wickets for 26 runs.—Reuter.

DEMPSEY'S PURSE.

GUARANTEED BIG LUMP SUM.

New York, June 24.

In addition to a percentage of the receipts, Dempsey has been guaranteed a lump sum of \$250,000, which is the highest amount ever promised to a contestant in a non-championship bout.

AT WIMBLEDON.

BRITAIN FARE BADLY IN SINGLES.

WOMEN DOING WELL.

Wimbledon, June 24. Wimbledon reopened in sunshine following heavy rain in the morning. There was a fair attendance at the centre and number one courts, which are protected. The others were saturated.

In the fourth round Tilden beat Boussus (France) 6-1, 7-5, 6-2. Britain's Doom.

With only Greig, Campbell and C. Philcox remaining in the singles, they are doomed to fall in the fourth round to Kozser, Borotra and Tilden.

The consolation of Britain must be centred in the women's part, where the pairings in the fourth round, so far as are available, show Mrs. Godfree against Miss Ryan, and Senorita de Alvarez against Miss Watson. Miss Peacock's and Joan Fry's opponents have not yet been decided upon.

Miss Wills Wins. Results of the third round are as follows:—Miss Wills beat Eileen Bennett 7-5, 6-3.

In the fourth Godfree beat Colyer 6-2, Miss Ryan beat Miss Harvey 7-5, 6-1. Miss Peacock beat Miss Maltby 6-3, 6-2.

Fry defeated Borman, the Dutch holder of the French hard courts title 2-6, 6-4, 9-7.

Gregory Beaten. Hunter (America) beat Gregory, the English international, 4-6, 7-5, 6-2, 4-6, 6-3.

Tilden and Brugnon. In the fourth round Cochet beat de Kehriling (Hungary) 8-6, 6-3, 6-2. Brugnon beat Kingsley 4-6, 6-3, 6-2, 6-2.

Tilden thus meets Brugnon and Cochet meets Hunter.

Doubles Play. In the second round of the men's doubles Harada and Washburn beat the Irish Davis Cup players, the Hon. G. Campbell and Mahoney 6-0, 6-4, 2-6, 6-2.

In the doubles (second round) Tilden and Hunter beat Godfree and Greig, 6-0, 10-8, the latter pair retiring.—Reuter.

WONDERFUL ARRAY OF TALENT.

SOME OF THE BEST.

A special correspondent of the "Observer" writes:—

At least ninety per cent. of the world's most famous players, men and women, will be there. Many of them are already familiar to us; others will be revisiting the championships after some years' absence; others, still, will be newcomers. I propose in this, and in one or two subsequent articles, to endeavour to give an impression of the personalities, the play, and the past performances of some of these players who are likely to be most prominently in the public eye at the Wimbledon meeting of 1927, including both those who have already attained the highest honours and some of those who may be expected to do so in the future.

To the present champion, Jean Borotra, first place should fitly be accorded. Borotra is the personification of boundless (and bounding) energy. No more light-hearted player ever went on to a court, no more cheerful, either as winner or loser, ever came off one. From the first service to the last smash of a match, Borotra never lets down from concert pitch. On business, he flies from capital to capital of Europe; on pleasure, he appears literally to fly about the tennis court.

Jean Borotra. Few are the chances in which, in the superabundance of his energy, he does not alarm the front row of the ring of spectators by dashing almost among them in his effort to retrieve some wide-pitched cross-volley of his opponent. His game is the apotheosis of the unorthodox; his style is his own. One wonders what would have become of Borotra if he had been "taken in hand" by a professional coach; on the whole, perhaps, nothing would have happened, for you cannot coach quicksilver or lightning. He wins most of his matches from the paralysis into which his opponents fall, because their best shots are not only returned, but returned as outright winners from any and every impossible position to which Borotra may have been driven.

He is so terribly "unexpected," the more difficult the shot he has to make, the more certainly he makes it. Indeed, the shots he is apt to miss are the easy ones; they do not interest him. He has beaten, at one time or another, nearly every one of the world's best players; and twice, in 1924 and last year, won the Singles at Wimbledon.

Mrs. L. A. Godfree. Like Borotra, Mrs. Godfree is twice a winner of the Singles Championship, and, coincidentally, in the years—1924 and 1925—when he won the men's championship, she won the ladies'. When tennis started again after the war one heard a great deal of a Miss McKane, who was going to be very good indeed. But for three or four years she found Miss Ryan always just too good for her, and it was not till after she had at last succeeded in beating the Californian, and then, established an ascendancy over her, that Miss McKane became definitely acknowledged as the best home lady player; and the only one who could be considered

as having even an outside chance of giving Mlle. Lenglen something to do to win.

At one time and another she has given the Frenchwoman a close game, at any rate for one set; but it was naturally only when Mlle. Lenglen withdrew her competition from Wimbledon that Miss McKane was able to write her name on the championship roll. It is a little difficult to say in what the fascination of Mrs. Godfree's (as she is now) play consists. Watch her in an ordinary single, when she is winning fairly comfortably, and, except that her drives go much nearer the side-lines than those of her opponents, there is little suggestive of the champion about her game.

Personality. It is in her personality that her real strength consists, rather than in her play. Except on a really big occasion, she often seems rather bored than otherwise with the game; but that really big occasion she has her purpose, and calls out the fighting power she possesses, but is sometimes insufficiently interested to use. No woman player is a better fighter of a losing battle than Mrs. Godfree. One has only to recall the two matches by which she won her two championships to demonstrate this fact.

In 1924 she had what appeared to be a dead lost match against Miss Helen Wills—four games to one and three times within a point of 5-1 down in the second set, "having lost the first."

Imperceptibly, almost, Miss McKane's driving became regularly an inch inside instead of an inch outside the court; her resultant volleys were safely put away instead of being merely returned; point after point and game after game was won instead of being lost; and at long last victory was snatched from an apparently dazed opponent, whose game had remained constant, while Miss McKane's had miraculously changed from looseness to certainty. Very much the same thing against Mlle. de Alvarez last year, though the crisis came in the final set instead of the second.

W. T. Tilden. This gigantic, smiling loose-limbed American will be almost a stranger to most of the thousands who will throng Wimbledon next month. Twice winner of the Championship (1920-21) he has not revisited us since, and has consequently never played at the "New" Wimbledon. In the interval he has been uninterruptedly the champion of the United States, and, in the opinion of most critics, the best player in the world, until last year, when he was beaten by Henri Cochet, in the U.S.A. championships.

To regain his lost laurels, or, in the language of his compatriots, "to make the great come-back," is the object Tilden has set before him in his European tour this summer. And he has made a good start towards achieving it by beating Leconte, Master of every stroke in the game, and the possessor of as fine a match-winning temperament as any player has ever had. Tilden may yet again prove his superiority to all others; but he will have a considerable number of years to give away to some of those who will challenge that superiority, and he is also dependent on the good behaviour of a "groggy" knee.

But there is no doubt that he will be the player whom everybody will most want to see this year, whether success in the French championships attends him or not; it will be extraordinarily interesting to see whether he will continue to be able to impose his tremendous personality on opponents who have learnt not to be frightened of anybody, whatever their reputation may be. But whether he wins or loses, he cannot lose his right to be considered one of the very select few about whom it is argued whether they are or are not the best player that ever lived. That alone is enough for immortality.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

June 26, 1927.

2nd Sunday After Trinity.

Holy Communion (8 a.m.)

Matins (11 a.m.)

Prayers: Rev. H. Copley Moyle.

Liturgy for the Sick (12 noon).

Evangelion (6 p.m.) Preacher:

Rev. N. V. Halward.

There will be a Social Gathering

in the Cathedral Hall after Even-

song. Music and light refresh-

ments. A cordial welcome to all

service men and others.

Wednesday, 29th, St. Peter. Holy

Communion, 7.45 a.m.

FIRST CHURCH OF CHRIST

SCIENTIST.

Macdonnell Road, below Bowen

Road Tram Station.

Sunday Service 11.15 a.m.

Subject: "Christian Science."

Wednesday Evening Meeting at

5.30 o'clock.

Reading Room at above address,

open Tuesday and Friday 10 a.m. to

12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited

to attend the service and visit the

Reading Room.

ART OF FIELDING.

MORE ACTUAL PRACTICE NEEDED.

THE CAPTAIN'S EXAMPLE.

It is hardly a libel (writes a special correspondent of the "Observer") to suggest that much of the club or school fielding practice in England consists in a man taking a bat and half a dozen balls and hitting a succession of more or less hard catches, varied by an occasional round of hardish ground hits, to a semi-circle of fielders. There is value, of course, in such a business; it accustoms the fielders to judge the flight of the ball in the air, hardens their hands, and teaches them their primary duty of getting some part of their person at last in the way of the most uncompromising drive. But real fielding is almost as much an art as batting or bowling, and it has an art's subtleties of technique, and demands systematic and intelligent practice on gradually progressive lines.

The first business of the fieldsmen is to stop and to catch the ball, and to this end the "old-fashioned" method which we have sketched has its merits; but it needs careful watching if it is to be successful even within these primitive limits.

Use Old Balls. Old balls—not new—should be used, for new balls bruise the hands much more readily; the pace of the hitting should be most carefully regulated to the age of the fieldsmen and the stage of practice reached: a bruised hand should spell immediate and genial release, and, above all, the ground should be such as to encourage the fieldsmen to get their heads well down to ground fielding without fear of a black eye.

The greatest fieldsmen anticipate so much and move so early that ultimate acrobatics are eliminated. Their imitators must be taught first to concentrate, as the precondition on the power to anticipate, then to move as fast as possible to what we may call the "point of intersection" between the line of the ball's flight and his shortest line of movement, and then stoop or stretch as need requires, so that the ball may reach him firmly based and

with his head, as far as possible, still.

Ideal Positions.

The ideal position for the hands in receiving ground hits is just in front of both feet; for catches, just in front of the breast bone.

In actual practice of these essentials the coach should constantly vary the range and trajectory, and angle of his hittings; close range work makes for quickness of reaction, a long range for judgment. He should try also to "foul-hit" the ball with "cut," for a sliced or pulled ball is more difficult to catch than a true hit of twice its height. For slip fields there should be a slip-machine, preferably wetted or oiled; failing that a roller is useful.

Fieldsmen in Attack.

So much for defensive fielding, but no eleven with a proper cricket standard will be content with that. They must also learn the technique of attack, by which they will be able not merely to seize the occasional chance of a run-out but to maintain a constant restraint upon the batsmen and support and encouragement for their own bowlers. The moral effect of a fast, intelligent, and aggressive side in the field is tremendous. Nothing so encourages the bowlers to feel that, if they do their duty, their field will support them and make the batsmen fight for their runs.

Now, the saving of runs by aggressive fielding demands a special technique, which has to be learnt and practised. The fieldsmen must not only make ground to the ball, but get into such a position that, on receiving it, his hand may travel straight back into the throw; the throw, too, must be no process of winding-up, but as near to a forearm and wrist flick as possible. Throwing, the weakest element to-day in England cricket, deserves a thesis to itself, but all we can say here is that the best throwers use both the wrist and the muscles of the back and shoulder, and always throw sideways, never full-front, to the wicket.

To Enjoy Cricket.

Finally, a side's fielding will depend very largely on the precept and personal example of the captain himself: there was no room for the "little mounds of earth" when Mr. Sam Woods led Somerset. Arthur Jones converted a sluggish eleven into the

finest fielding combination in England when Notts won the Championship, in 1907, and Mr. Gilligan galvanises Sussex to exhilarating effort. This much is sure; that the team which strives after the highest fielding standard will reap their reward; they will greatly strengthen their resources, they will enjoy their cricket to the full, they will be constantly sustained by a confidence and enthusiasm which is infectious and makes for esprit de corps, and they will be sure of the support and sympathy of all who watch them. Fine fielding is at once beautiful, inspiring and dramatic.

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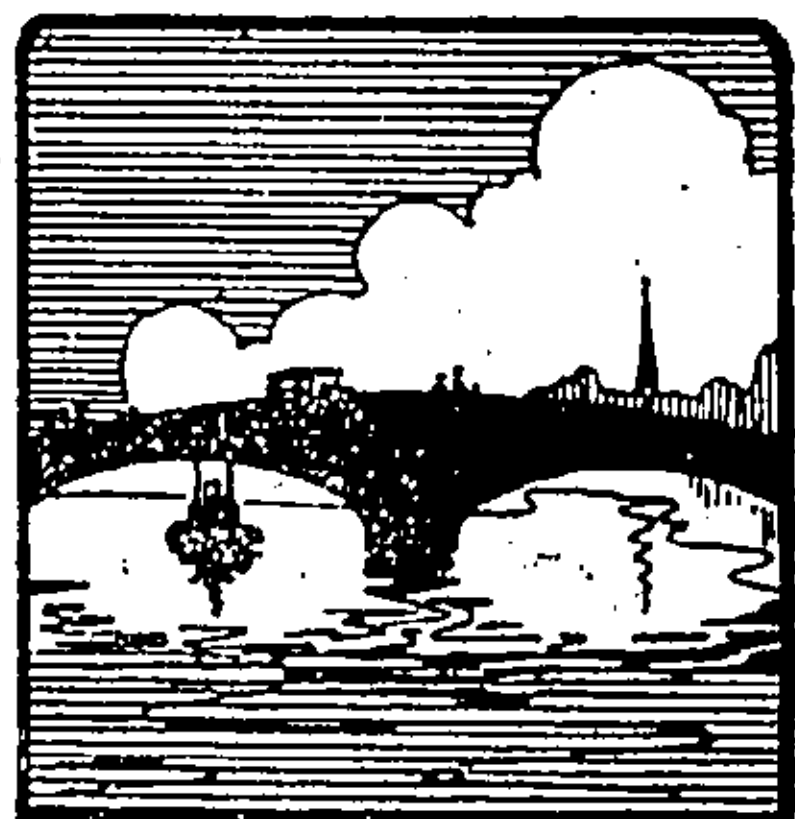


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MOTORING SECTION

SPRING CONTROL.

ADJUSTABLE HYDRAULIC
SUSPENSION.

The need for a suspension system which is adjustable to load, speed, and road conditions has frequently been emphasised, and a new attempt which has been made to produce a system of this type appears to be quite practicable. The arrangement is known as the Gee Bee spring controller. It comprises essentially a cylinder, filled with an oil of suitable viscosity, in which a piston, rings being fitted works a piston, rings being fitted to make it oil tight. A transfer chamber is incorporated connecting the portion of the cylinder above the piston with that below.

The rate at which oil can be transferred is controlled by a valve, as indicated, actuated through the medium of a quick-pitch thread in the gland by means of a lever. This can be arranged to be controlled from the valve or, better still, from the dash-board. The device is bolted to the chassis frame by means of a flange and bolts. The motion of the springs of the car is conveyed to the piston by a connecting rod passing through a leak-proof gland at the base of the cylinder, at the end of which is pivoted a link. This is actually affixed to the spring at the point where it is clamped to the axle. An adjustment is provided at the pivot point.

The manner in which this spring controller functions is as follows:—When the wheels meet with an inequality in the road surface, the upward movement of the springs is communicated through the link and connecting rod to the piston. This rises in the cylinder, lifting the column of oil above it, which, as the pressure increases, is forced through a port into the transfer chamber, so passing to the underside of the piston. On the rebound taking place the oil is, in a similar manner, forced from the underside to the top through the bottom port and through three additional ports situated about half-way up the cylinder walls; so soon as the piston, in its descent, covers the middle ports, however, the rate of flow of the oil is of course greatly restricted and therefore creates considerable damping effect upon the rebound of the spring.

The amount of damping produced is governed by the extent to which the valve in the transfer chamber is opened. Thus, if it be fully open to allow of a very free passage of oil, little or practically no damping effect is obtained; conversely, if the valve be fully closed the piston is therefore allowed practically no free movement in either direction, and a most pronounced damping effect results. Hence it can be seen that variations of spring control can be arranged from perfectly free action down to practically no movement whatever.

In connection with the fitting of these devices to the springs of a car, if the springs give an abnormal movement, the piston is prevented from hitting the top and bottom of the cylinder, should such movement occur, by oil cushions formed in consequence of the positions of the upper and lower transfer parts. For a car with average suspension the control valve setting would be such as to allow a more or less free passage of oil with a just sufficient damping effect. The inventor claims that on a car on which the suspension has been specially designed to incorporate the Gee Bee spring controller lighter springing than usual would be employed. In fact, the strength need probably be only sufficient to maintain the car frame in its normal position when stationary, all the subsequent "springing" being carried out by the controller. In this case, of course, the valve be set to exercise considerable retarding effect upon the flow of oil and consequently upon the piston and movement of the spring.

Now let us consider an actual example of its application. In the ordinary way a four-seater car without a full complement of passengers, say, with only two in the front seats, rides badly. If however, the controller be fitted, the flow of oil in this could be restricted by the valve opening, arranged from the dash control to obviate the discomfort in riding. Further, should the car be fully loaded, but with passengers in the rear of vast different weights, the action of the springs on each side could be controlled separately to give the best results and accommodate these differences in loads with all-round equality.

Then, again, in the course of a long run the control provides fac-

"RUNNING-IN."

CAR LIFE IN YOUR OWN
HANDS.

Most motorists realise that their cars are to be run in carefully for a certain prescribed distance before full flexibility is attained, but very few of these drivers understand the reason for this "running-in" process.

"If only car owners would trouble to find out why their new machines have to be nursed for the first 1,000 miles or so better results would be obtained," the manager of one concern declared. "Merely driving slowly does not count for anything. You must take into consideration the climbing of hills, the negotiation of rough places, and slow speed work."

In view of this, it was felt that the following explanation and general hints would be useful:—The motor-car manufacturer heat-treats or "ages" the castings and carefully finishes the cylinder bores. But time and moderate service are required properly to "age" these parts to the point where they will best withstand the rapid temperature changes encountered in every-day service.

In spite of the care being exercised by the manufacturer to have all engine parts fitted accurately, some bearing surfaces do not become properly run in until after several hundred miles of actual operation.

It is obvious, therefore, that you and you alone are the deciding factor as to whether or not you secure the fullest measure of efficiency and service from your engine.

Motor-car engineers will tell you plainly that unless your engine is subjected to moderate service only for the first 1,000 miles, you will be laying the basis for chronic engine troubles during the years that follow.

To drive a brand new car at full capacity may damage the cylinder castings. Moreover, until bearing surfaces have smoothed and adjusted themselves to a perfect fit, overtaxing the car will cause wear and tear which will prevent it from giving you the best service and will appreciably lessen its useful life.

If your new car could talk, its very first words would probably be: "The first thousand miles are the hardest."

A month or two of moderation will protect you against unnecessary repair bills and abnormal depreciation. There are three cardinal points to remember:

(1) Drive your new car at moderate speed. During the first few hundred miles do not exceed 25 miles per hour in top gear, and correspondingly low speeds in lower gears. Do not "let her out" until the thousand mile point has been passed.

(2) During the breaking-in period, when the bearing surfaces are wearing in to a perfect fit—in fact, during the whole life of the car—it is vitally important that you use only lubricants of scientifically correct body and of the highest obtainable quality.

(3) After the first 250 miles drain the crank case. This is the most important as considerable sediment collects while the engine is breaking-in. It is well to drain the crank case while the engine is warm, as at this time most of the sediment is in suspension in the oil and will be carried away with it. Thereafter drain off the oil from the crank case every 1,000 miles in summer and every 700 miles in winter.

BRITISH MACHINES.

The sum of the information provided from all sources makes inevitable the verdict that this year's Standard Stock Motor Cycle Trial, organised by the Auto-Cycle Union, has demonstrated to a most remarkable degree, says "Motor Cycling," the sterling quality of the machines which took part in it. This journal adds that it is all the more a matter for congratulation when the low prices of many of the entries are considered.

Ities for regulating the suspension, as it were to accommodate the various road surfaces as they are encountered, and to allow for the speed at which the car is being driven.

GOODS LORRIES.

THE DERAILISING OF
BRITAIN.

Those who love the quiet countryside of England, the spacious grandeur of Scotland, the colourful glory of Wales and the quaint charm of Ireland look upon the commercial motor vehicle as the approximate antithesis. But it does not really say "The Commercial Motor," deserve such an imputation. The goods lorry may not, when travel-stained and worn with work, be essentially beautiful; but it has romance; for it brings the products of the world to the faraway mansion and to the humblest village home; it places upon the tables of the great and the lowly luxuries otherwise unobtainable.

The bus and the coach are rapidly becoming graceful in line and tasteful in appearance and riding themselves of the ugliness inherited from the horse-drawn vehicles of 30 years ago. At the same time, they are acquiring a new character from the better class of passenger now giving them their patronage; there is, on the whole, a greater air of refinement about them than was the case when they first came into public favour.

The user of commercial motors is a human being with as deep an appreciation of the charms of the countryside as any other wayfarer; love of sylvan scenery and pride of national possession in the historic treasures of our land are just as fully his. He, too, is deeply concerned at the threat of the derailing of Britain, and his voice will never fail faint in the chorus of disapproval of any threat to rob the country of any of its charm. He is ready so to shape his own course of action that it may help to conserve all that is left of the beauty and interest of our islands and to prevent incongruities and blemishes in a land that is fair to the eye and a what to the imagination.

LUXURY IN ROAD TRAVEL.

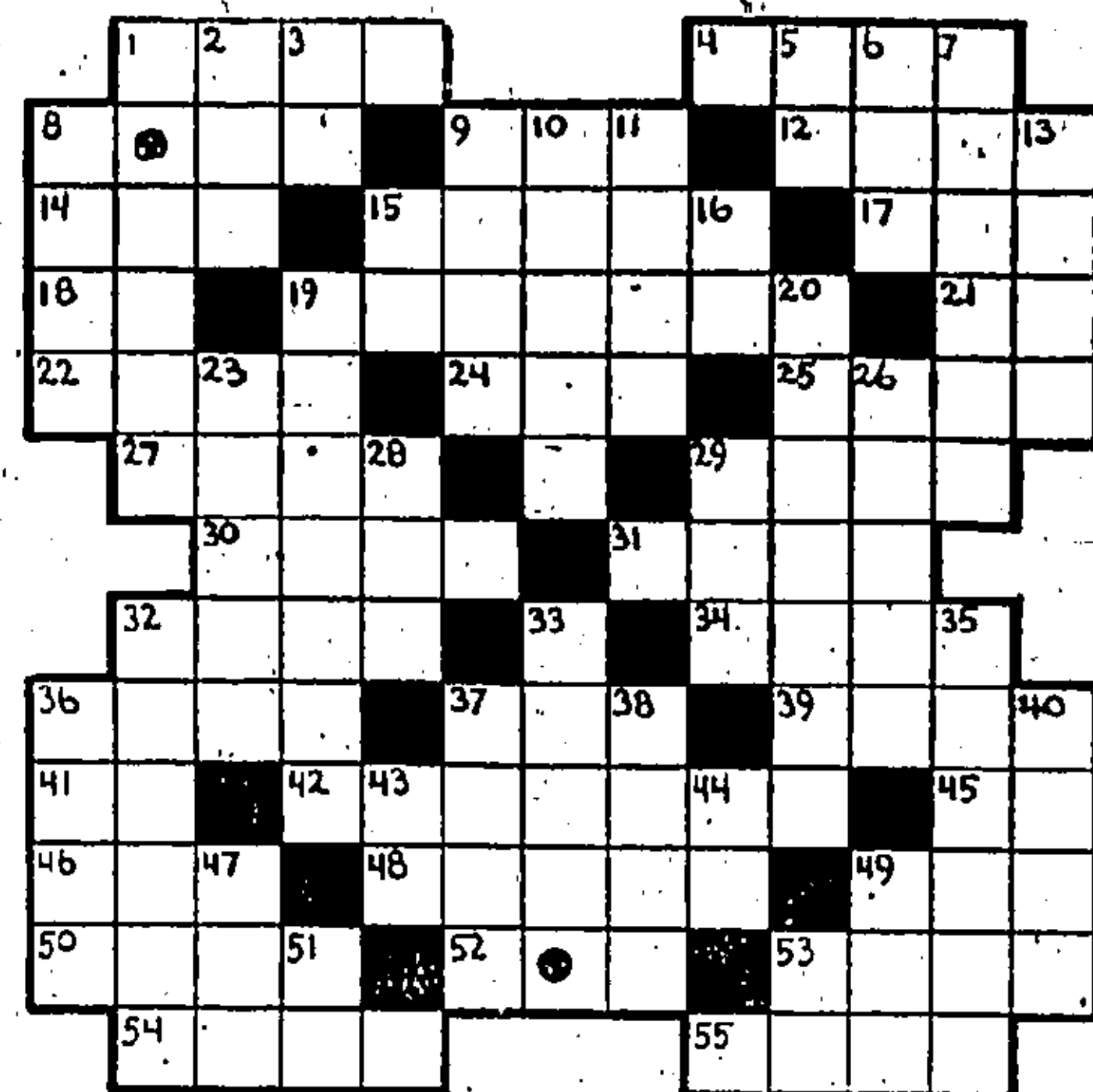
The development towards comfort—even luxury—has been greater in travel than in almost any other phase of living. The tendency is upwards in the home and in the hotel certainly, and it is probable that the conditions of travel afforded much greater scope for improvement, but no contrast could be greater than that between the railway travelling of, say, 25 years ago and today, or between bus and coach travel of only a decade back and that which is now offered to passengers. The bus has ceased to be the hard, comfortless vehicle that bore a load of unwilling passengers. It nearly rivals the private car for its seating comfort and its speed and convenience.

The motor coach, however, says "The Commercial Motor," almost astounds one, for it now offers a means of seeing the country that has no rival for efficiency and comfort, and as an example in support of this statement, we may refer to the new service which has recently been inaugurated. It will cater especially for visitors from the United States. They will book their passage from New York to London, the journey from Liverpool being made by road and embracing the Shakespeare country and the Washington country. It will give them an earlier and a more comprehensive impression of the beauties and characteristics of the "old country."

The idea, can, of course, be extended, for there are other itineraries that will appeal to our visitors, whilst the mode of travel will be immensely attractive, for the vehicles to be employed in the service are Pullman coaches equipped with armchairs, each with its table and telephone. The coaches have their toilet compartments, and with each travels a conductor, who tells his story en route to those who care to listen on the telephone and, when the scenery fails to interest, calls a cinema film to his aid.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

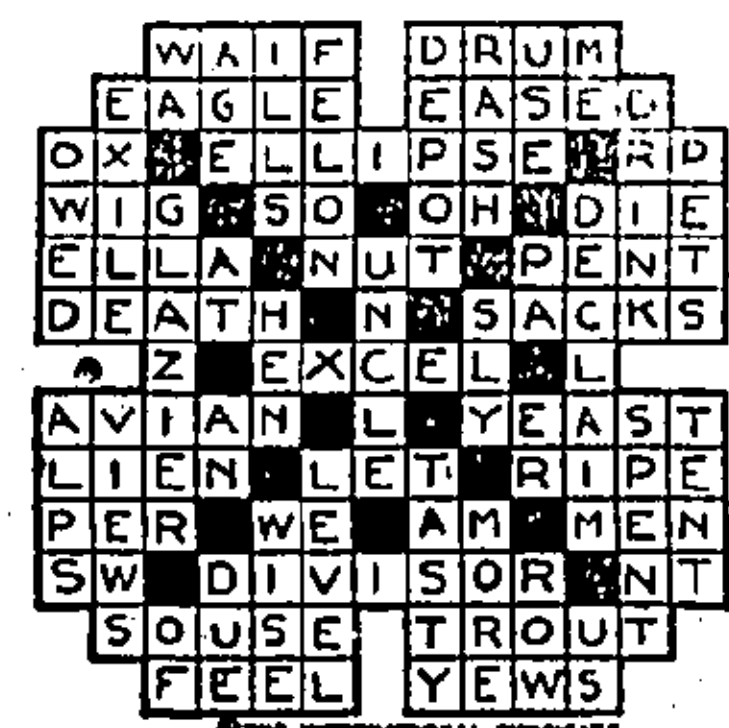


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- | | | |
|---|----------------------------------|----------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-A stopper | 38-Small mountain lake | 10-Speak |
| 4-Super-abundance of moisture in atmosphere | 39-Part of a tree | 11-A band, worn around the waist |
| 8-Used to house chickens | 41-Preposition | 13-A unit of force |
| 9-The center of a wheel | 42-Used for housing horses (pl.) | 15-Explet |
| 12-Crossing of a stream | 43-Behold | 16-Prefix meaning "from" |
| 14-To drag | 45-To drink little by little | 19-Large serpent (pl.) |
| 15-Lessened the force of | 46-Deck below berth-deck | 20-Used in digging (pl.) |
| 17-Reimbursed | 49-Barnyard fowl | 23-A blow in the face |
| 18-Conjunction | 50-Flat-bottomed boat | 26-Fat |
| 19-Pounding instrument (pl.) | 52-Came in contact with | 28-An age |
| 21-Preposition | 53-Dispatch | 29-To propel with oars |
| 22-To resist boldly | 54-Tread | 32-Sudden fright |
| 24-To fondle | 55-A kind of wine | 33-Submarine telegraph line |
| 25-A cavity | | 35-Particular ability |
| 27-The time of an event | VERTICAL | 36-To throw gently |
| 29-Steals | 1-Flowed profusely | 37-To wrong |
| 30-To cut in small pieces | 2-Heavy piece of wood | 38-A long narrow opening |
| 31-A small bay | 3-Toward a higher level | 40-Loving |
| 32-A common laborer (Mexico) | 6-Because | 43-Preposition |
| Point of compass | 6-To mop up | 44-Epistle (abbr.) |
| | 7-Flute loosely | 47-A cooking vessel |
| | 8-A lump of dirt | 48-Passive pronoun |
| | 8-A fastener | 51-Pronoun |
| | | 53-In this manner |

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

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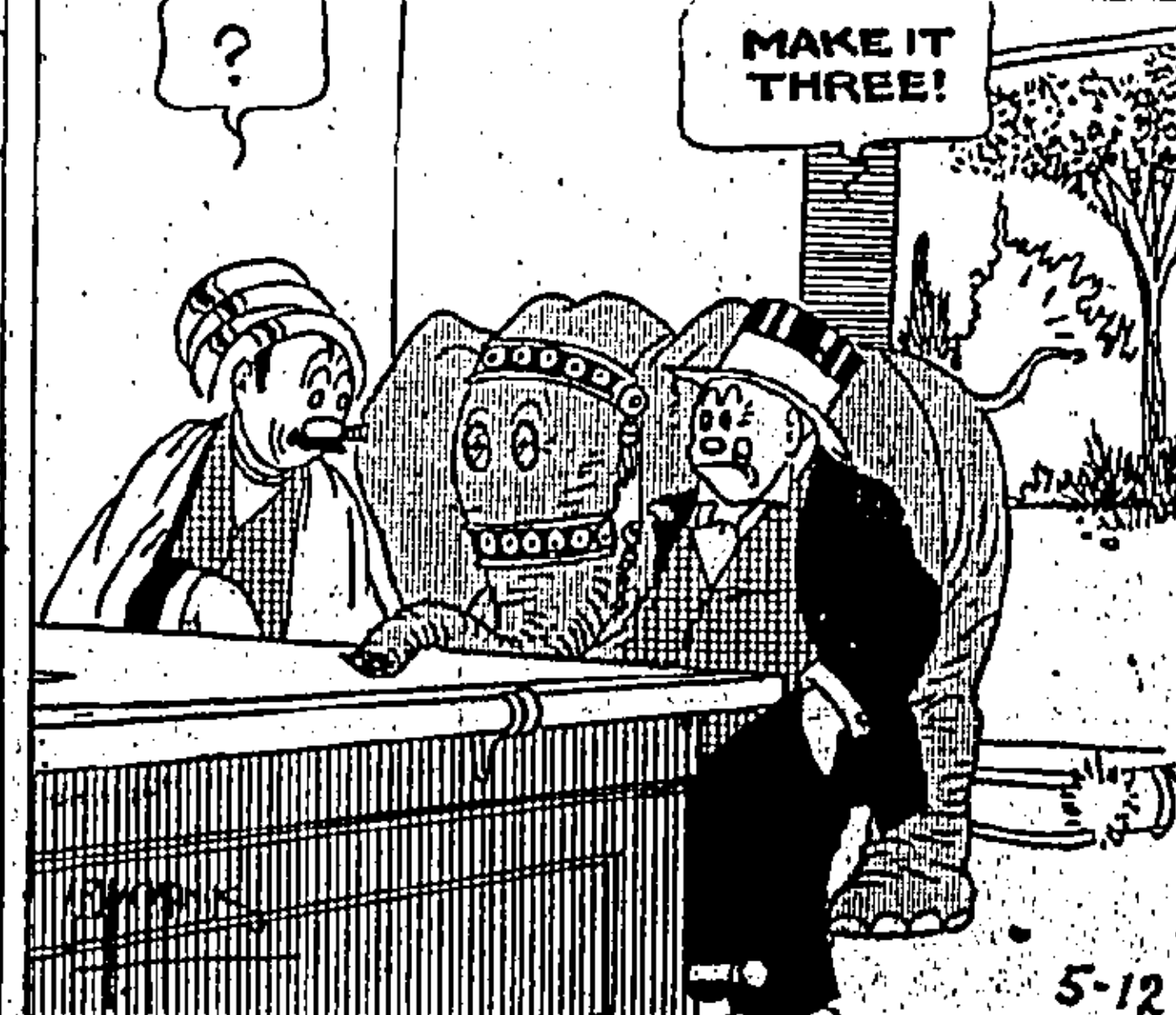
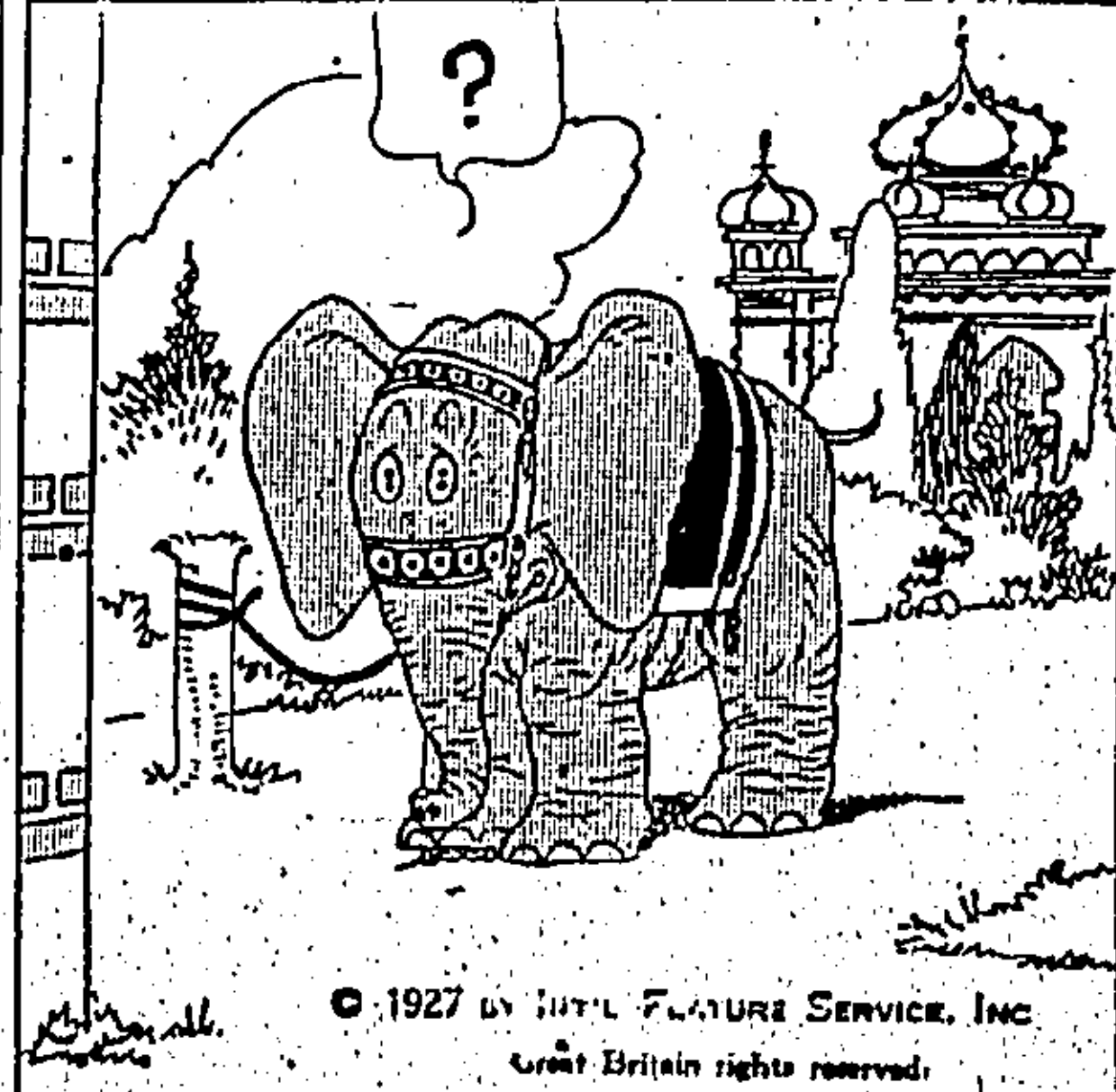
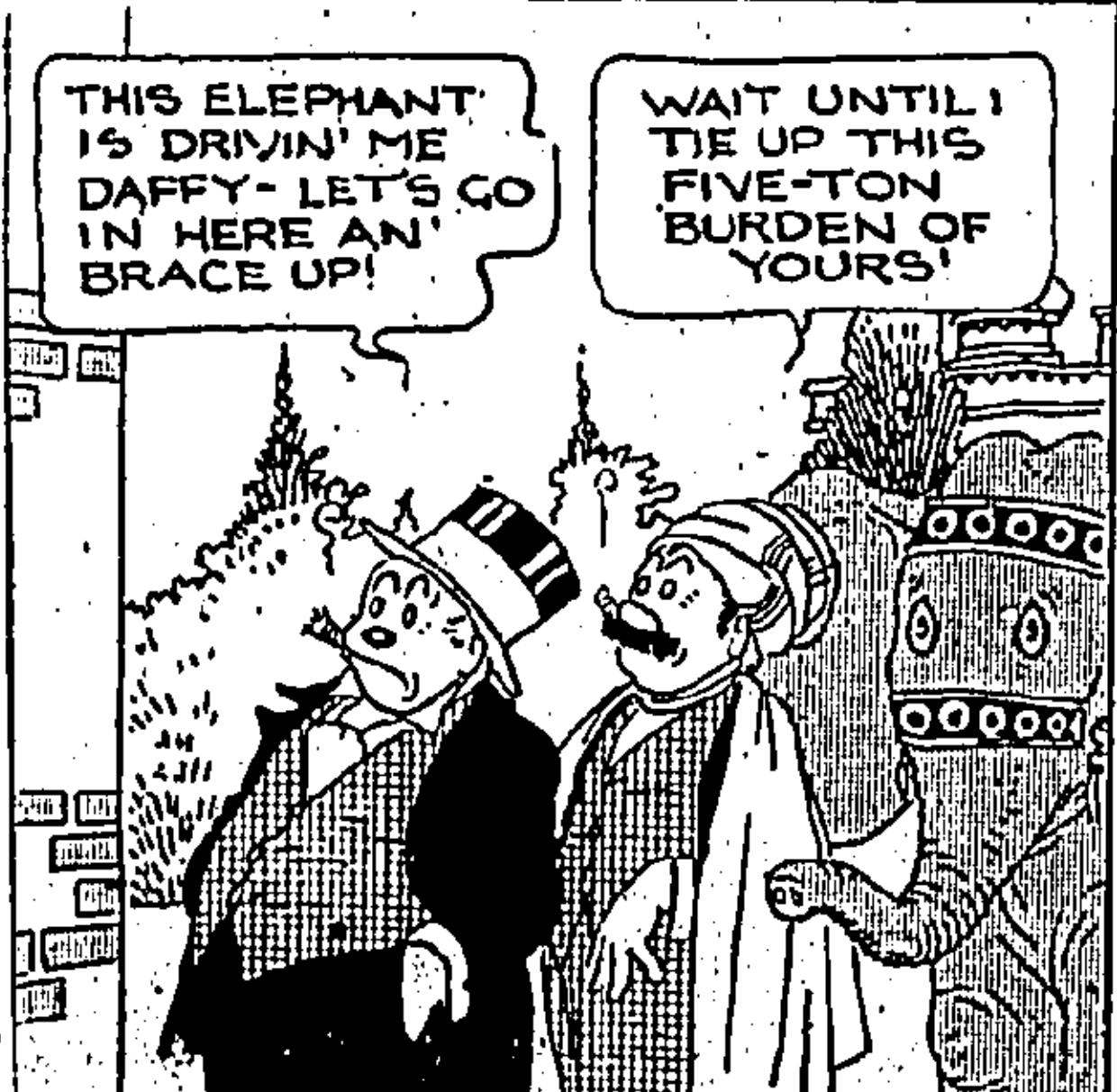
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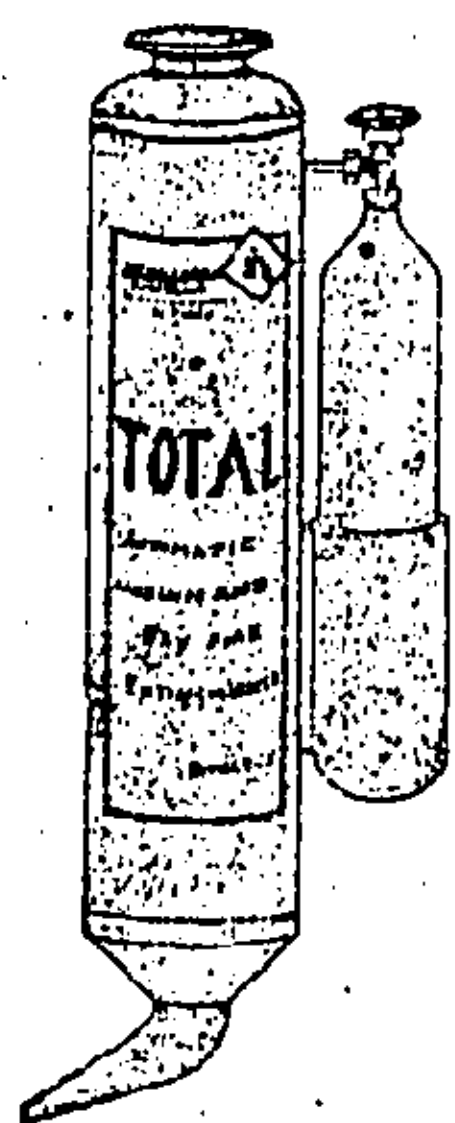
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THE WAY THE WORLD WAGS.

Sir Vincent Caillard, who is ill in London with pneumonia, is now out of danger.

St. Botolph's, Boston, the etching by Mr. F. L. Griggs, A.R.A., realised £120 at Messrs. Sotheby's.

Owing to the visit of the French President to the City, the Central Criminal Court did not sit.

Major-General John Cartwright Harding Newman has succeeded Major-General Sir Percy Hambro in charge of administration at Aldershot.

In Solway Firth, Mr. J. Thompson, of Bowness, while salmon fishing, sank nearly to his waist in the quicksands before other men came to his help.

Four hundred public school and industrial boys have been invited by the Duke of York to attend his camp, which will begin on Saturday, July 30, at New Romney.

Forton Barracks, Gosport, formerly the Royal Marine Light Infantry headquarters, will be the new St. Vincent training establishment for the Royal Navy.

Dr. William McElroy, of Harrow Road, Willesden, was fined 40s. and £2 2s. costs at Kensington for failing to notify the authorities that one of his patients was suffering from diphtheria.

The Peshawar police have arrested Gul Akbar, the last member to be at large of the gang of ruffians which committed a series of outrages under the leadership of Ajab Khan, in the autumn and winter of 1923 and 1924. One of the outrages was the kidnapping of a young English lady, Miss Ellis, from her father's bungalow at Bannu, and who was safely recovered by Mrs. Starr, an English missionary.

The Queen of Norway visited Messrs. Harrods, Knightsbridge, S.W.

A motor hearse, which collided with a car at Guildford was so badly damaged that the coffin it was conveying was thrown into the road.

Mrs. Dunstan, wife of Councillor Lovell R. Dunstan, mayor of Plymouth 7 years ago, died suddenly at the Manor House, Diptford, Devon.

At the funeral of Charles Cross, aged 7, of Bath, who was killed by a motor-car, the coffin was carried by boys of his own age, wearing blue cassocks and surplices.

At the funeral of Mr. J. S. White, a veteran Southampton parks cricketer, six of his team mates in the Adelaide Cricket Club, who acted as bearers, wore cricket costume.

A Della Robbia ware Roundel, 25 inches in diameter, of the Virgin kneeling in adoration of the Child, who is supported by an angel, realised £540 at Messrs. Sotheby's.

Miss Cecil Leitch, the British woman golf champion who was struck by lightning on Newcastle (Co. Down) golf course appeared on the links later with her left arm in a sling.

A trap to catch the song of the nightingale—which has cost £10,000 to construct—is being used by "His Master's Voice" Gramophone Company in Surrey. The device consists of a complete recording room, mounted on a motor chassis and capable of being moved to any part of the countryside at a moment's notice. On its arrival at a suitable spot, microphones connected to the van by electric cables are hung from branches near which the birds sing.

The body of a man with a bullet wound in the forehead was found in a field on the outskirts of Southport, Lancashire, his suit bearing on a tab the makers' name, "Leonard Bros., Ltd., London."

The name of Mr. David Figur, formerly of Bishopsgate Street, E.C., and now of Norway House, Cockspur Street, S.W., has been ordered to be struck off the roll of solicitors for professional misconduct.

Industrial employees at Dockyards and Admiralty Establishments at home who are required to serve on juries are to be paid their ordinary time wages during such service less the amount of court fees.

Wellingborough magistrates declined to grant the application of a Chinese laundryman, aged 19, whose father is in China, to marry a 16-years old English girl, whose parents had consented to the marriage.

A big fire occurred at Walton Heath Surrey, only half a mile away from the scene of the previous Saturday's blaze, but Epsom Fire Brigade and voluntary helpers put out the fire after many acres of heath had been destroyed.

When Private Albert George Fry, 25, of Bath, was before the Bath magistrates charged with deserting from the 1st Somerset Light Infantry, in Egypt, a detective stated that Fry won the D.C.M. for saving a general's life in Afghanistan in 1921.

In the annual competitions of the St. John Ambulance Brigade at Wharfedale Rooms, Hotel Great Central, N.W., the Dewar Shield in the men's section was won by the Bricklayers' Arms team, while the Perrott Shield in the women's was gained by Liverpool.



There are many things to be considered as the season advances from spring into summer. Hat modes vary, as Paris, discovers one more thing to captivate in designing her new hats. Lines show great originality and there are many new straws, felts and fabrics to introduce novelty, too. Combinations are much in evidence and in general it is a very new and different hat that crowns the feminine head.

The sports mode is particularly varied. Although a general sort of simplicity is stressed, there are new ways of advancing it. To begin with there is a wide range of colours. A hat may match perfectly any sports costume, or, it may, on the other hand, show a pleasing contrast. From the delicate tints that are seen with pastel dresses to the severe and smart dresses of all white, colours range to the vivid tones and striking combinations used in sport ensembles.

Balibunt has taken a place of importance in straw hats for the coming season. This is often seen in simple down-turned shapes featuring a mere dent or two in the crown and perhaps stressing an unevenly cut brim. Grosgrain ribbon forms its most appropriate trimming. This is often used, in contrasting, deeper or lighter tone, it may form only a simple band and bow or may be seen outlining the brim. A particularly fetching hat of rose coloured balibunt is made

effective by a combination of blue grosgrain. Browns and beige create other smart models in balibunt. Stitching, that forms so important a part of frocks and coats, is also used with smart results upon straw and felt hats. It creates many interesting patterns as well as forming a colour combination. Mantilla straw, Milan, crocheted and fabric straws are seen in the newest lines. Sports models also include felts in very light weights. These also follow simple outlines with dented, creased or stitched crowns and brims that are never very wide but which manage to shade the face in down-turned fashion very smartly.

Grosgrain creates many of the small hats that fit the head so closely and add so much chic. The beret, that in general, is still very good form and is seen in straws, grosgrain and felts. Another small hat that pays much attention to detail is the turban effect that bestows great genuinity in adding its trimming. Huge floral bouquets, bows and feathers are used in unusual grouping.

The very small hat is used for formal and semi-formal ensembles. It is usually draped into becoming lines, or uses the scull cap outline that has long tabs at the ears and relies entirely upon an interesting pin for trimming. The large hat is again seeking popularity. It is very smart in navy

blue and black and gives a picturesque note to the costume. There is little in the way of adornment used on the large hat, but it, too, uses care in selecting its drapings, folds, bands or flowers. Irregular brims play an important role in the new hats. They create interesting lines and need but little in the way of trimming. The tricorne is again in vogue. It is distinctly on sporting lines and is mostly seen in felts or soft straws.

A matching scarf and hat, or even hat trimming and scarf of same pattern, create one of the newest fancies. Often a band of striped plaid, flowered or checked silk on a hat is duplicated in the scarf that is worn about the neck. This fad is particularly effective in sports costumes where the scarf is so much in evidence. Billie Dove, wearing several interesting hats in the First National picture, "The Tender Hour," has selected several small hats, closely fitted to the head with interesting outlines for her new spring selections.

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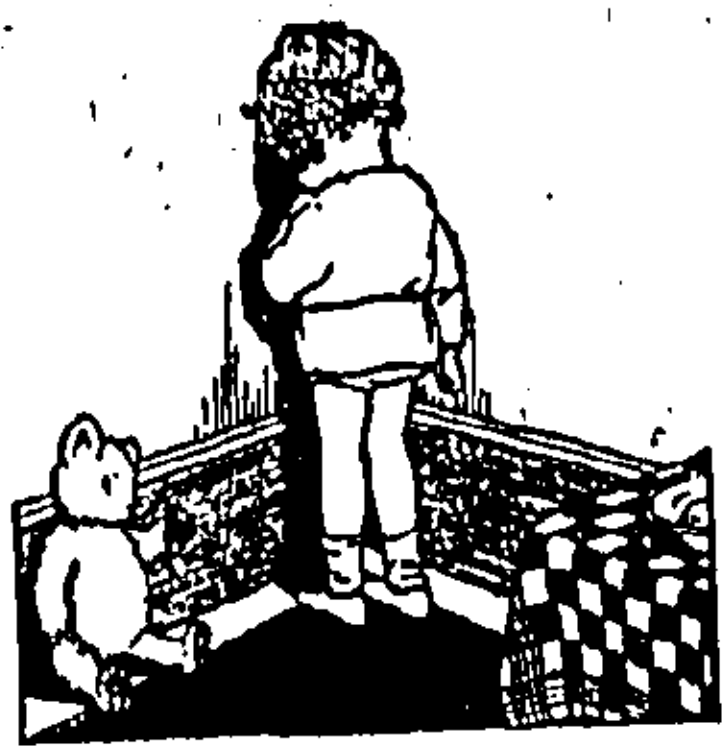
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HONG KONG, SATURDAY, JUNE 25, 1927.

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POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hong Kong and the following places—French Indo-China, Province of Yunnan, Canton, Swatow, Kowloon, Macao, Kwong-chow-wan, Fort Bayard, Wuchow and Hoihow.
Rates and further particulars on application to the Radio Counter 1st Floor, G.P.O. Building.
During the interruption of the Hong Kong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hong Kong from 8 a.m. to 10 p.m. The Hong Kong Station is always open and messages are accepted at any time throughout the 24 hours.

INWARD MAILS.

| From | SATURDAY, JUNE 25 | Per |
|--|-------------------|--------------------|
| Shanghai | SUNDAY, JUNE 26 | Soochow. |
| U.S.A., Canada, Japan & Shanghai | | Pres. Jefferson. |
| Shanghai | MONDAY, JUNE 27 | Changchow. |
| Manila | | Pres. McKinley. |
| Canada, U.S.A., Japan, Shanghai & London via | | Empress of Asia. |
| Canada London 28th May | TUESDAY, JUNE 28 | |
| Japan | | St. Albans. |
| Shanghai | | Chenan. |
| U.S.A., Honolulu, Japan & Shanghai | MONDAY, JULY 4 | President Lincoln. |
| U.S.A., Honolulu, Japan & Shanghai | | Pres. Van Buren. |
| Australia & Manila | | Aratura. |

OUTWARD MAILS.

| For | SATURDAY, JUNE 25 | Per |
|--|--------------------|---------------------|
| Manila & parcels for Germany via | | Tripitz |
| Hamburg | | Soochow. |
| Swatow | | Hai Yang |
| Bangkok | | Halldor |
| Sun Shui & Wuchow | | Tai Ming |
| Shanghai & Europe via Siberia | | Shantung |
| Hoihow & Tourane | | Derawongse |
| | SUNDAY, JUNE 26 | |
| Hai Phong | | Mingsang |
| *Swatow & Bangkok | | Kaying |
| Swatow, Amoy & Formosa | | Kaijo Maru |
| | MONDAY, JUNE 27 | |
| Straits & Caledonia. Parcels Noon. | | Sui Sang. |
| Letters 1 p.m. | | Linan |
| Shanghai | | Klungchow |
| Bangkok | | Linan |
| Swatow | | President Jefferson |
| Manila | | |
| | TUESDAY, JUNE 28 | |
| Formosa | | Korea Maru |
| Shanghai, Japan & Europe via | | Kitano Maru |
| Siberia | | Tjikembang |
| Swatow, Amoy & Poochow | | Hai Ching |
| Bangkok | | Chinhua |
| Manila | | Empress of Asia |
| Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via | | |
| Victoria B.C.—due Victoria B.C. 18th July | | |
| *Europe via | | |
| Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. | | Pres. McKinley. |
| | WEDNESDAY, JUNE 29 | |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via | | |
| Marseilles—due Marseilles 27th July. G.P.O.—9.45 a.m. Letters 10.30 a.m. K.G.O.—Registration 9 a.m. Letters 10.30 a.m. | | Sarpodon. |

*Correspondence bearing vessel's name only.

PACIFIC'S TURN.

A NON-STOP FLIGHT TO HAWAII.

ATTEMPT NEXT MONTH.

Washington, June 24. Mr. D. F. Davis, Secretary of War, has authorised the Army Air Corps to attempt a non-stop flight from San Francisco to Hawaii, a distance of 2,407 miles. The participants are to be Lieutenants Maitland and Hegen-



LIEUT. COMM. R. E. BYRD.

berger, who are now at San Diego. They will use a Fokker plane with three motors especially equipped for the trip. They are expected to take off early in July.—Reuter's American Service.

Atlantic Flight.

Roosevelt Field, N.Y., June 24. Commander Byrd has again postponed his Paris flight owing to the weather. His Fokker plane "America" was wheeled out to the elevated runway ready to start while Commander Byrd and his companions slept, but a tropical cloudburst struck the field drenching the thousands of spectators.

The aeroplane had been attached to a motorcar which was driven against the wind in order to prevent the machine from being blown away.

It is problematical when Commander Byrd will be able to start.—Reuter's American Service.

MISSING AIRMAN.

R.A.F. PILOT'S DEFECTIVE COMPASS.

OFFICIAL ADVICE REJECTED.

London, June 10. Constantinople.—The Secretary of the British Embassy, who has been investigating the disappearance of the R.A.F. airman, Flying Officer Cocks, telegraphs that the Turkish aviation authorities declare that they advised Cocks against leaving because the weather was bad and his compass was defective. The airman changed his propeller at Konia and announced his determination to follow the railway. Apparently he was last seen over Kadi Han station.

Earlier messages stated:—London, May 31.—Flying Officer Cocks, who left Karachi on May 18 in a D.H. 9 aeroplane, on a flight to England, arrived at Aleppo on May 22, and departed from there for Konia and Constantinople on May 25.

Constantinople, June 8.—Flying Officer Cocks has not been heard of since he left Konia on May 25. The British Embassy and the Turkish aerial authorities are making investigations. Cocks probably took the route from Konia to Constantinople via Kutala and Panderma, which is over a most barren and rugged part of the country, with many narrow defiles. If the plane came to grief here it would never be found. A representative of the British Embassy is motoring to Konia and Panderma to investigate.

WEEK-END WEATHER.

S.W. Winds, Moderate, Fair to Showery, is the forecast for the twenty-four hours ending at noon to-morrow.

Two cases of notifiable disease in the Colony were reported yesterday, one of small-pox and the other of enteric fever, both being Chinese.

The forty-sixth ordinary general meeting of the Indo China Steam Navigation Co., Ltd., will be held at the offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., on Monday, July 25, at 11 a.m.

ILLEGAL STRIKES.

(Continued from Page 1.)

In this section the expression "to intimidate" means to cause in the mind of a person a reasonable apprehension of injury to him or to any member of his family or of violence or damage to any person or property, and the expression "injury" includes injury other than physical or material injury, and accordingly the expression "apprehension of injury" includes an apprehension of boycott, or loss of any kind, or of exposure to hatred, ridicule, or contempt.

No person shall without lawful authority or excuse have in his possession any document which purports or appears to be a direction or notice on behalf of or in the name of any trade union which is established outside the Colony with regard to any action by any person or persons within the Colony.

Essential Services.

No person who is employed in the service of the Crown under the Government of Hong Kong shall wilfully break a contract of service with the Crown if he knows or has reasonable cause to believe that the probable consequence of his so doing, either alone or in combination with others, would, failing the adoption of extraordinary measures, be to hinder or prevent the discharge of the functions of the Government.

No person who is employed by any company, firm or person engaged in the business of supplying electric current or gas to the public, or engaged in maintaining any public tramway, bus service, or public ferry, or engaged in maintaining any telephone or sanitary service, shall wilfully break a contract of service with such company, firm or person if he knows or has reasonable cause to believe that the probable consequence of his so doing, either alone or in combination with others, would, failing the adoption of extraordinary measures, be to endanger human life, or to cause serious bodily injury, or to expose valuable property whether movable or immovable, to destruction or serious injury.

Special Local Needs.

Sub-section (1) of section 6 is based on clause 6 (2) of the English bill, the Government of Hong Kong taking the place of the "local or other public authority" of the English clause. Sub-section (2) of section 6, which is aimed at strikes in essential services which are commenced without due warning, is based on section 4 of the Conspiracy and Protection of Property Act, 1875, but it extends the principle of that section to electricity, to telephone and sanitary services, and to the means of transport, by railway, ferry, tram and bus. The English section is confined to gas and water. Sub-section (3) of section 6 is copied from section 5 of the above English Act.

Outside Influences.

Section 7 is intended to free Hong Kong trade unions from the risk of domination by organisations outside the Colony. Past experience shows that there is a grave danger that such domination, if it were allowed to exist, might in some cases be used, not for any genuine

CHINA NEWS.

(Continued from Page 1.)

Many Chinese are inclined to believe that the order is simply a screen and that it was issued on Borodin's own suggestion in order to pacify his political enemies and put an end, temporarily at least, to the attacks on the Wuhan Government and the outcry against the Bolsheviks.

General Duncan Returns.

Shanghai, June 20. Major-General Duncan, commander of the Shanghai Defence Force, returned to Shanghai yesterday after his visit to the north. In addition to making an inspection of the situation at Tientsin and Peking, he visited practically all other points in northern China where important foreign interests are concerned. Included among these was Chiuwangtao, where he took the opportunity of seeing the great organisation of the Kailan Mining Administration.

It may be remembered that when General Duncan left Shanghai he was accompanied by his chief of general staff, Col. Viscount Gort, V.C. Viscount Gort did not return with General Duncan, but for the present is remaining in north China.

General Butler, commanding the American Forces, is now on his way to Shanghai in the transport Richmond, and is due here to-morrow. It is understood that this will be a comparatively short visit, as his headquarters are expected in future to be at Tientsin.

trade union purpose, but for bolshevistic and anti-British objects.

Sub-section (1) accordingly provides that, except under and in accordance with the permission of the Governor in Council, no trade union which is established within the Colony shall be affiliated or connected with any trade union or other organisation outside the Colony in such a manner as to place the Hong Kong trade union or its members under the control of the organisation which is established outside the Colony. Any Hong Kong trade union so affiliated without permission will, under sub-section (2) be an unlawful society, or it may, under sub-section (3), be declared an unlawful society.

In order to facilitate proof, and to avoid doubts as to what establishment within the Colony means, sub-section (4) specifies certain facts, e.g., the exhibition of a sign board, from which it is to be inferred that a trade union is established within the Colony. Sub-section (5) provides that no person shall on behalf of any trade union outside the Colony give any direction or notice to any person with regard to any action by such person within the Colony, and sub-section (6) makes possession of any such direction or notice in writing an offence unless lawful authority or excuse can be established. Sub-section (7) throws on the defendant the onus of proving that any organisation in question was not a trade union established outside the Colony.

Section 8 prohibits the application of the funds of any trade union to any political purpose outside the Colony, and prohibits any levy for such a purpose.

Section 9 is copied from clause 8 of the English Trade Disputes and Trade Unions Bill. It gives the Attorney-General the right to apply for an injunction to restrain any application of the funds of a trade union in contravention of the Ordinance.

Every person who contravenes any of the provisions of this Ordinance shall upon summary conviction be liable to a fine not exceeding five hundred dollars and to imprisonment for any term not exceeding six months.

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